

NO ACTION ON THE MAINE BY CONGRESS.

The President's Message and Report Were Quietly Referred to Proper Committees.

NEGOTIATIONS PROCEEDING.

These the Chief Executive Will Refer to Congress Later.

EVIDENCE SUBMITTED TO SPAIN.

Owing to the Suggestions of Our Consular Representatives the President Says He Sent the Battleship to Havana. Spain Had Agreed to the Exchange of Visits by Warships of the Two Nations. Our Ship Sent on a Friendly Visit, Followed by Her Destruction—An Appalling Calamity to Our People—Calm Judgement Finally Prevailed—The Findings of the Court Reviewed, Showing the Vessel Was Destroyed by a Submarine Mine—Responsibility For the Crime Not Fixed.

WASHINGTON, March 29.—The president's message, accompanying the Maine inquiry report, is in the care of the committee on foreign relations of both the house and senate, where it was referred after the reading, which was listened to intensely by members and great throngs of people. The message said:

To the Congress of the United States:

For some time prior to the visit of the Maine to Havana harbor our consular representatives pointed out the advantages to flow from the visit of national ships to the Cuban waters, in accustoming the people to the presence of our flag as the symbol of good will and of our ships in the fulfillment of the mission of protection to American interests, even though no immediate need therefore might exist.

Accordingly on the 24th of January last, after conference with the Spanish minister in which the renewal of visits of our war vessels to Spanish waters was discussed and accepted, the peninsular authorities at Madrid and Havana were advised of the purpose of this government to resume friendly naval visits at Cuban ports and in that view the Maine would forthwith call at the port of Havana. This announcement was received by the Spanish government with appreciation of the friendly character of the visit of the Maine and with notification of the intention to return the courtesy by sending ships to the principal ports of the United States. Meanwhile the Maine entered the port of Havana on the 25th of January, her arrival being marked with no special incident besides the exchange of customary salutes and ceremonial visits.

No Reason to Expect Trouble.

The Maine continued in the harbor of Havana during the three weeks following her arrival. No appreciable excitement attended her stay, on the contrary a feeling of relief and confidence followed the resumption of the long interrupted friendly intercourse. So noticeable was this immediate effect of her visit that the consul general strongly urged that the presence of our ships in Cuban waters should be kept up by retaining the Maine at Havana, or, in the event of her recall, by sending another vessel there to take her place.

At 40 minutes past 9 in the evening of the 15th of February the Maine was destroyed by an explosion, by which the entire forward part of the ship was utterly wrecked. In this catastrophe two officers and 264 of her crew perished, those who were not killed outright by her explosion being benched between decks by the tangle of wreckage and drowned by the immediate sinking of the hull. Prompt assistance was rendered by the neighboring vessels anchored in the harbor, aid being especially given by the boats of the Spanish cruiser Alphonso XII and the Ward line steamer City of Washington, which lay not far distant. The wounded were generously cared for by the authorities of Havana, the hospitals being freely opened to them, while the earliest recovered bodies of the dead were interred by the municipality in a public cemetery in the city. Tributes of grief and sympathy were offered from all official quarters of the island.

Appalling Calamity to Our People.

The appalling calamity fell upon the people of our country with crushing force and for a brief time an intense excitement prevailed, which, in a community less just and self-controlled than ours, might have led to hasty acts of blind resentment. This spirit, however, soon gave way to the calmer processes of reason and to the resolve to investigate the facts and await material proof before forming a judgment as to the cause, the responsibility and, if the facts warranted, the remedy due. This course necessarily recommended itself from the outset to the executive, for only in the light of a dispassionately ascertained certainty could it determine the nature and measure of its full duty in the usual procedure was followed, as in all cases of casualty or disaster to na-

tional vessels of any maritime state. A naval court of inquiry was at once organized, composed of officers well qualified by rank and practical experience to discharge the onerous duty imposed upon them. Aided by a strong force of wreckers and divers the court proceeded to make a thorough investigation on the spot, employing every available means for the impartial and exact determination of the causes of the explosion. Its operations have been conducted with the utmost deliberation and judgment and, while independently pursued, no source of information was neglected, and the fullest opportunity was allowed for a simultaneous investigation by the Spanish authorities.

The finding of the court of inquiry was reached after 23 days of continuous labor, on the 21st of March inst., and, having been approved on the 22d by the commander-in-chief of the United States naval force on the North Atlantic station, was transmitted to the executive.

Purpose of the Report.

It is herewith laid before the congress, together with the voluminous testimony taken before the court.

Its purpose is, in brief, as follows:

When the Maine arrived at Havana she was conducted by the regular government pilot to buoy No. 4, to which she was moored, in from five and one-half to six fathoms of water.

The state of discipline on board and the condition of her magazines, boilers, coal bunkers and storage departments were passed in review, with the conclusion that excellent order prevailed and that no indication of any cause for an internal explosion existed in any quarter.

At 8 o'clock in the evening of that day everything had been reported secure and all was quiet.

At 9:40 o'clock the vessel was suddenly destroyed.

There were two distinct explosions, with a brief interval between them. The first lifted the forward part of the ship very perceptibly; the second, which was more open, prolonged and of greater volume, is attributed by the court to the partial explosion of two or more of the forward magazines.

The evidence of the divers establishes that the after part of the ship was practically intact, and sank in that condition a very few minutes after the explosion. The forward part was completely demolished.

Upon the evidence of a concurrent external cause the finding of the court is as follows:

Condition of the Wreck.

At frame 17, the outer shell of the ship, from a point 11½ feet from the middle line of the ship and six feet above the keel when in its normal position, has been forced up so as to be now about four feet above the surface of the water; therefore about 34 feet above where it would be had the ship sunk uninjured.

The outside bottom plating is bent into a reversed V shape, the after wing of which, about 15 feet broad and 32 feet in length (from frame 17 to frame 25), is doubled back upon itself against the continuation of the same plating extending forward.

At frame 18 the vertical keel is broken in two and the flat keel bent into an angle similar to the angle formed by the outside bottom plates. This break is now about six feet below the surface of the water and about 30 feet above its normal position.

In the opinion of the court this effect could have been produced only by the explosion of a mine situated under the bottom of the ship, at about frame 18 and somewhat on the port side of the ship.

Conclusions of the Court.

The conclusions of the court are:

That the loss of the Maine was not in any respect due to fault or negligence on the part of any of the officers or members of her crew.

That the ship was destroyed by the explosion of a submarine mine, which caused the partial explosion of two or more of her forward magazines; and

That no evidence has been obtainable fixing the responsibility for the destruction of the Maine upon any person or persons.

I have directed that the finding of the court of inquiry and the views of this government thereon be communicated to the government of her majesty, the queen, and I do not permit myself to doubt that the sense of justice of the Spanish nation will dictate a course of action suggested by honor and the friendly relations of the two governments. It will be the duty of the executive to advise the congress of the result, and in the meantime deliberate consideration is invoked.

(Signed) WILLIAM MCKINLEY.

Executive Mansion, March 28, 1898.

PRONOUNCED VERDICT OF THE MAINE COURT.

Vessel Blown Up by Submarine Mine.

Guilt of No Person Established.

Ship's Officers Exonerated.

WASHINGTON, March 29.—The following is the full text of the findings of the Maine court of inquiry:

U. S. S. IOWA, FIRST RATE.

KEY WEST, Fla., Monday, March 21, 1898.

After full and mature consideration of all the testimony before it, the court finds as follows:

First—That the United States battleship Maine arrived in the harbor of ship Maine arrived in the harbor of Havana, Cuba, on Jan. 25, 1898, and was taken to buoy No. 4, in from five and a half to six fathoms of water, by the regular government pilot.

The United States consul general at Havana had notified the authorities at that point, the previous evening, of the intended arrival of the Maine.

Second—The state of discipline on board the Maine was excellent, and all orders and regulations in regard to the care and safety of the ship were strictly carried out.

All ammunition was stowed in accordance with prescribed instructions, and proper care was taken whenever ammunition was handled.

Nothing was stowed in any one of the magazines or shell rooms which was not permitted to be stowed there.

Proper Precautions Observed.

The magazines and shell rooms were always locked after having been opened; and after the destruction of the Maine the keys were found in their proper place in the captain's cabin, everything having been reported secure that evening at 8 p. m.

The temperatures of the magazines and shell rooms were taken daily and reported.

The only ill effect which had an undue amount of heat was the after section

magazine, and that did not explode at the time the Maine was destroyed.

The torpedo war heads were all stowed in the after part of the ship under the ward room, and neither caused nor participated in the destruction of the Maine.

The dry gun cotton primers and detonators were stowed in the cabin aft and remote from the scene of the explosion.

Waste was carefully looked after on board the Maine to obviate danger. Special orders in regard to this had been given by the commanding officer.

Varnishes, dryers, alcohol and other combustibles of this nature were stowed on or above the main deck and could not have had anything to do with the destruction of the Maine.

No Dangerous Stores Stowed Near.

The medical stores were stowed aft under the wardroom and remote from the scene of the explosion.

No dangerous stores of any kind were stowed below in any of the other storerooms.

The coal bunkers were inspected daily. Of those bunkers adjacent to the forward magazines and adjacents, four were empty; namely: "B 3, B 4, B 5, B 6."

"A 15" had been used that day, and "A 16" was full of New River coal. This coal had been carefully inspected before receiving it on board. The bunker in which it was stowed was accessible on three sides at all times, and the fourth side at this time on account of bunkers "B 4" and "B 6" being empty. This bunker, "A 16," had been inspected that day by the engineer officer on duty.

The fire alarms in the bunkers were in working order, and there had never been a case of spontaneous combustion of coal on board the Maine.

The two after boilers of the ship were in use at the time of the disaster, but for auxiliary purposes only, with a comparatively low pressure of steam and being tended by a reliable watch. These boilers could not have caused the explosion of the ship. The four forward boilers have since been found by the divers, and are in a fair condition.

On the night of the destruction of the Maine everything had been reported secure for the night, at 8 p. m., by reliable persons, through the proper authorities.

to the angle formed by the outside bottom plating. This break is now about six feet below the surface of the water and about 30 feet above its normal position.

Caused by Mine Explosion.

In the opinion of the court this effect could have been produced only by the explosion of a mine situated under the bottom of the ship at about frame 18 and somewhat on the port side of the ship.

Sixth—The court finds that the loss of the Maine, on the occasion named, was not in any respect due to fault or negligence on the part of any of the officers or members of the crew of said vessel.

Seventh—In the opinion of the court the Maine was destroyed by the explosion of a submarine mine, which caused the partial explosion of two or more of her forward magazines.

Eighth—The court has been unable to obtain evidence fixing the responsibility for the destruction of the Maine upon any person or persons.

W. T. SAMPSON, Captain U. S. N., President.

A. MARIX, Lieut.-Commander U. S. N., Judge Advocate.

The court, having finished the inquiry it was ordered to make, adjourned at 11 a. m., to await the action of the convening authority.

W. T. SAMPSON, Captain U. S. N., President.

A. MARIX, Lieut.-Commander U. S. N., Judge Advocate.

U. S. Flagship New York, March 22, 1898. Off Key West, Fla.

The proceedings and findings of the court of inquiry in the above case are approved.

M. SICARD, Rear Admiral, Commander-in-Chief of the U. S. Naval force on the North Atlantic Station.

SPANISH FLOTILLA

NEARER OUR SHORES.

Considered a Dangerous Menace by Naval Men—New Fleet Ordered Organized by Secretary Long.

WASHINGTON, March 29.—The customary activity prevails in all branches

to the commanding officers. At the time the Maine was destroyed the ship was quiet and therefore, least liable to accident caused by movements from those on board.

Explosions.

Third—The destruction of the Maine occurred at 9:40 p. m., on the 15th day of February, 1898, in the harbor of Havana, Cuba, she being at the time moored to the same buoy to which she had been taken upon her arrival.

There were two explosions of a distinctly different character, with a very short but distinct interval between them. The forward part of the ship was lifted to a marked degree at the time of the first explosion.

The first explosion was more in the nature of a report, like that of a gun; while the second explosion was more open, prolonged and of greater volume. This second explosion was, in the opinion of the court, caused by the partial explosion of two or more of the forward magazines of the Maine.

Condition of the Wreck.

The evidence bearing upon this being principally obtained from divers, did not enable the court to form a definite conclusion as to the condition of the wreck, although it was established that the after part of the ship was practically intact, and sank in that condition a very few minutes after the destruction of the forward part.

The following facts in regard to the forward part of the ship are, however, established by the testimony:

That portion of the port side of the protective deck which extends from about frame 30 to about frame 41 was blown up and over to port. The main deck from about frame 30 to about frame 41 was blown up and slightly over to starboard, folding the forward part of the middle superstructure over and on top of the after part.

This was, in the opinion of the court, caused by the partial explosion of two or more of the forward magazines of the Maine.

Fifth—At frame 17, the outer shell of the ship, from a point 11½ feet from the middle line of the ship, and 6 feet above the keel when in its normal position, has been forced up, so as to be now about 4 feet above the surface of the water, therefore about 34 feet where it would be had the ship sunk uninjured.

The outside bottom plating is bent into a reversed V-shape (V), the after wing of which, about 15 feet broad and 32 feet in length (from frame 17 to frame 25) is doubled back upon itself against the continuation of the same plate, extending forward.

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to the angle formed by the outside bottom plating. This break is now about six feet below the surface of the water and about 30 feet above its normal position.

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Sixth—The court finds that the loss of the Maine, on the occasion named, was not in any respect due to fault or negligence on the part of any of the officers or members of the crew of said vessel.

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EVENING NEWS REVIEW.

13TH YEAR. NO. 247.

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TWO CENTS

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In the opinion of the court this effect could have been produced only by the explosion of a mine situated under the bottom of the ship, at about frame 18 and somewhat on the port side of the ship.

Conclusions of the Court.

The conclusions of the court are: That the loss of the Maine was not in any respect due to fault or negligence on the part of any of the officers or members of her crew.

That the ship was destroyed by the explosion of a sub-marine mine, which caused the partial explosion of two or more of her forward magazines; and

That no evidence has been obtainable fixing the responsibility for the destruction of the Maine upon any person or persons.

I have directed that the finding of the court of inquiry and the views of this government thereon be communicated to the government of her majesty, the queen, and I do not permit myself to doubt that the sense of justice of the Spanish nation will dictate a course of action suggested by honor and the friendly relations of the two governments. It will be the duty of the executive to advise the congress of the result, and in the meantime deliberate consideration is invoked.

(Signed) WILLIAM MCKINLEY.
Executive Mansion, March 28, 1898.

PRONOUNCED VERDICT OF THE MAINE COURT.

Vessel Blown Up by Submarine Mine.

Guilt of No Person Established.

Ship's Officers Exonerated.

WASHINGTON, March 29.—The following is the full text of the findings of the Maine court of inquiry:

U. S. S. IOWA, FIRST RATE,
KEY WEST, Fla., Monday, March 21, 1898.

After full and mature consideration of all the testimony before it, the court finds as follows:

First—That the United States battleship Maine arrived in the harbor of Havana, Cuba, on Jan. 25, 1898, and was taken to buoy No. 4, in from five and a half to six fathoms of water, by the regular government pilot.

The United States consul general at Havana had notified the authorities at that point, the previous evening, of the intended arrival of the Maine.

Second—The state of discipline on board the Maine was excellent, and all orders and regulations in regard to the care and safety of the ship were strictly carried out.

All ammunition was stowed in accordance with prescribed instructions, and care was taken whenever ammunition was handled.

Nothing was stowed in any one of the magazines or shell rooms which was not permitted to be stowed there.

Proper Precautions Observed.

The magazines and shell rooms were always locked after having been opened; and after the destruction of the Maine the keys were found in their proper place in the captain's cabin, everything having been reported secure that evening at 8 p. m.

The temperatures of the magazines and shell rooms were taken daily and reported.

magazine, and that did not explode at the time the Maine was destroyed.

The torpedo war heads were all stowed in the after part of the ship under the ward room, and neither caused nor participated in the destruction of the Maine.

The dry gun cotton primers and detonators were stowed in the cabin aft and remote from the scene of the explosion.

Waste was carefully looked after on board the Maine to obviate danger. Special orders in regard to this had been given by the commanding officer.

Varnishes, dryers, alcohol and other combustibles of this nature were stowed on or above the main deck and could not have had anything to do with the destruction of the Maine.

No Dangerous Stores Stowed Near.

The medical stores were stowed aft under the wardroom and remote from the scene of the explosion.

No dangerous stores of any kind were stowed below in any of the other storerooms.

The coal bunkers were inspected daily. Of those bunkers adjacent to the forward magazines and shellrooms, four were empty; namely: "B 3, B 4, B 5, B 6."

"A 15" had been used that day, and "A 16" was full of New River coal. This coal had been carefully inspected before receiving it on board. The bunker in which it was stowed was accessible on three sides at all times, and the fourth side at this time on account of bunkers "B 4" and "B 6" being empty. This bunker, "A 16," had been inspected that day by the engineer officer on duty.

The fire alarms in the bunkers were in working order, and there had never been a case of spontaneous combustion of coal on board the Maine.

The two after boilers of the ship were in use at the time of the disaster, but for auxiliary purposes only, with a comparatively low pressure of steam and being tended by a reliable watch. These boilers could not have caused the explosion of the ship. The four forward boilers have since been found by the divers, and are in a fair condition.

On the night of the destruction of the Maine everything had been reported secure for the night, at 8 p. m., by reliable persons, through the proper authorities.

to the angle formed by the outside bottom plating. This break is now about six feet below the surface of the water and about 30 feet above its normal position.

Caused by Mine Explosion.

In the opinion of the court this effect could have been produced only by the explosion of a mine situated under the bottom of the ship at about frame 18 and somewhat on the port side of the ship.

Sixth—The court finds that the loss of the Maine, on the occasion named, was not in any respect due to fault or negligence on the part of any of the officers or members of the crew of said vessel.

Seventh—In the opinion of the court the Maine was destroyed by the explosion of a submarine mine, which caused the partial explosion of two or more of her forward magazines.

Eighth—The court has been unable to obtain evidence fixing the responsibility for the destruction of the Maine upon any person or persons.

W. T. SAMPSON, Captain U. S. N.,
President.

A. MARIX, Lieut.-Commander U. S. N.,
Judge Advocate.

The court, having finished the inquiry it was ordered to make, adjourned at 11 a. m., to await the action of the convening authority.

W. T. SAMPSON, Captain U. S. N.,
President.

A. MARIX, Lieut.-Commander U. S. N.,
Judge Advocate.

U. S. Flagship New York, March 22, 1898.
Off Key West, Fla.

The proceedings and findings of the court of inquiry in the above case are approved.

M. SICARD, Rear Admiral,
Commander-in-Chief of the

U. S. Naval force on the

North Atlantic Station.

SPANISH FLOTILLA NEARER OUR SHORES.

Considered a Dangerous Menace by Naval Men—New Fleet Ordered Organized by Secretary Long.

WASHINGTON, March 29.—The customary activity prevails in all branches

CITIZENS WILL MAKE NOTE.

The citizen voters of East Liverpool will make note of the fact that

THE NEWS REVIEW

is the only paper in East Liverpool, Daily or Weekly, which is battling for Law, Order and Clean Municipal Government. The enemies of Law and Order are indulging in all manner of threats against the NEWS REVIEW in consequence. The management cares not an iota for threats from such a source, confident that the Giver of All Good Gifts will defend the Right. The NEWS REVIEW does not believe in the persecution of any man or body of men. It advocates simply the

Enforcement of Law and Order.

VOTE FOR

CHARLES F. BOUGH

On April 4, 1898.

to the commanding officers. At the time the Maine was destroyed the ship was quiet and therefore, least liable to accident caused by movements from those on board.

Explosions.

Third—The destruction of the Maine occurred at 9:40 p. m., on the 15th day of February, 1898, in the harbor of Havana, Cuba, she being at the time moored to the same buoy to which she had been taken upon her arrival.

There were two explosions of a distinctly different character, with a very short but distinct interval between them, and the forward part of the ship was lifted to a marked degree at the time of the first explosion.

The first explosion was more in the nature of a report, like that of a gun; while the second explosion was more open, prolonged and of greater volume. This second explosion was, in the opinion of the court, caused by the partial explosion of two or more of the forward magazines of the Maine.

Condition of the Wreck.

The evidence bearing upon this being principally obtained from divers, did not enable the court to form a definite conclusion as to the condition of the wreck, although it was established that the after part of the ship was practically intact, and sank in that condition a very few minutes after the destruction of the forward part.

The following facts in regard to the forward part of the ship are, however, established by the testimony:

That portion of the port side of the protective deck which extends from about frame 30 to about frame 41 was blown up and over to port. The main deck from about frame 30 to about frame 41 was blown up and slightly over to starboard, folding the forward part of the middle superstructure over and on top of the after part.

This was, in the opinion of the court, caused by the partial explosion of two or more of the forward magazines of the Maine.

Fifth—At frame 17, the outer shell of the ship, from a point 11½ feet from the middle line of the ship, and 6 feet above the keel when in its normal position, has been forced up so as to be now about 4 feet above the surface of the water, therefore about 34 feet where it would be had the ship sunk uninjured. The outside bottom plating is bent into a reversed V shape (V), the after wing of which, about 15 feet broad and 32 feet in length (from frame 17 to frame 25) is doubled back upon itself against the continuation of the same plate, extending forward.

At frame 18 the vertical keel is broken in two and the flat keel bent into an angle similar

of the war and navy departments. Particularly is this the case in the latter, where Secretary Long and Assistant Secretary Roosevelt were on hand early, holding conferences with bureau chiefs and a number of visitors, who had business of importance.

There was no additional information at the department regarding the location of the Spanish torpedo boat flotilla now on its way to Porto Rico from the Canaries, excepting that it was advancing steadily. The highest naval authorities continue to say that this movement is the most formidable menace to the ship of our navy that has yet occurred.

It was disclosed for the first time by one of the naval orders issued that the department had determined upon the formation of an additional new fleet, to be known as "The Mosquito Fleet," to be composed of tugs, steam yachts and other small vessels which may be obtainable and which are to be used as a sort of mobile defense of seacoast cities. It was further developed in this connection that the naval militia of the several states is to be called upon to man this auxiliary fleet.

The fact that Admiral Walker cabled from Nicaragua to the state department announcing his departure for home revives the speculation as to the likelihood of one of the highest officers of the navy, active or retired, being placed in charge of the entire naval operations, including the fleet under Captain Sampson, Commodore Schley's "Flying Squadron," and any auxiliary lines of defense that may be established.

Will Be No Armistice.

WASHINGTON, March 29.—Concerning the reports of an armistice, it can be stated positively that there will be no agreement on the basis of an armistice for eight months or any other period.

Cruiser Columbia Sails.

PHILADELPHIA, March 29.—The cruiser Columbia has sailed from League Island navyyard for Hampton Roads.

The Weather.

Fair and colder; brisk southwesterly and shifting to northwesterly winds.

THE TESTIMONY GIVEN

Ensign Powelson's Expert Examination of the Wreck.

SIGSBEE TOLD OF THE DISCIPLINE.

Spaniards Showed Their Animosity Toward the Maine and Her Crew—Condition of the Ship as Disclosed by the Divers—Other Witnesses' Testimony.

WASHINGTON, March 29.—The testimony taken by the Maine board of inquiry consisted of about 100,000 words. The following are portions of the testimony:

Ensign W. V. N. Powelson was called the third day of the court. He testified that he had been present on the Maine every day from the arrival of the Fern and during a great deal of the diving.

In reply to a question to tell the court all about the condition of the wreck, he said the forward part of the ship forward of the after smokestack had been to all appearances completely destroyed. The conning tower lay in a position opposite the door leading to the superstructure aft and to starboard, inclined to about 110 degrees to the vertical, with the top of the conning tower in board. Continuing, he described with close detail the condition under the main deck on the port side. The fixtures were completely wrecked, while fixtures in the same position on the starboard side were in some cases almost intact. The port bulkhead, between the main and both decks at the conning tower support had been blown off on both sides, but a great deal more on the port than on the starboard side. The fire room hatch, immediately abaft of the conning tower, had been blown in three directions, aft to starboard and to port. The protective deck under the conning tower supports was bent in two directions, the plates on the starboard side being bent up and on the larboard side bent down.

Powelson Replied Affirmatively.

In reply to an inquiry as to whether he meant with reference to their original positions Ensign Powelson replied affirmatively. The beam supporting the protective deck a few inches abaft of the armored tube, to the port of the midship line was bent up to starboard of the midship line. Just forward of the conning tower underneath the main deck two beams met at right angles; one beam was broken and pushed from port to starboard. A grating was found on the poop awning just forward of the after searchlight.

A piece of the side plating just abaft of the starboard turret was visible. This plate was bent outward and then the forward end bent upward and folded backward upon itself. "This plate was sheared from the rest of the plating below the water line. This plating below the water line has been pushed out to starboard."

The unarmored gratings of the engine room hatch were blown off. A composition strainer was picked up from the bottom on the starboard quarter at a point about opposite the poop capstan and about 70 feet from it. The chief engineer thought the strainer was from the firemen's washroom. It was not a strainer in the ship's side. Near the outside plating to which the witness referred above, he said there were pieces of red shelled planks. On the planks was bolted a composition track two inches wide and an inch thick.

Ensign Powelson then asked if the court meant for him to say anything about what the divers reported or just what he saw.

The judge advocate replied that he would like to have him state any important discoveries which might lead the court to draw some conclusion as to the cause and if a diver gave such information to state the diver's name. Before doing so the judge advocate asked witness to state if the forward and after part of the ship were line. Ensign Powelson replied that as far as he could judge they were not. The end where the explosion occurred seemed to be pushed from port to starboard from 5 to 10 degrees, he could judge with the apex to the starboard. The divers reported to witness that at a point where the 10 inch shell room should be they discovered 10-inch shells regularly arranged, but the ship had sunk down so much that some of the shells were in the mud.

He first examined the wreck at daylight the following morning. He took a gig with Lieutenant Hood and a few men and attempted to board the wreck. He was warned off by an armed boat's crew of Spaniards and then pulled around the wreck. There were still some burning fragments.

Starboard Turret Missing.

Ensign Powelson then said that a 6-inch powder tank that he saw appeared to be an empty tank broken by the explosion, as it was not badly dented, but merely ripped the length of the seam. A 10-inch tank was badly battered out of all conceivable shape.

Continuing, witness said that up to the night before he was then on the stand he had not been on the outside of the ship. The mud was too deep for them to walk on the bottom.

"What is the condition of the starboard turret?" witness was asked.

"To my knowledge it has not been found, sir," was the reply.

He understood something had been found under the place where the turret formerly was, but the exact character had not been determined.

"What impression is produced upon your mind by the reports so far as you have quoted them?" Ensign Powelson was asked.

"From the reports alone or the appearance of the wreck?"

"Either from such reports or from the conditions, say which you believe to exist."

"The impression produced upon me," replied the witness, "is that an explosion

CONTINUED ON PAGE 2.

There'll Be a Lot

O' people that'll want to come out this spring in shoes that are "dead swell," but they won't want to pay a great big price for 'em. Now we have the right shoes for these people. Prices to suit the people. Elegant tan shoes, all styles. Prices \$1.50 start at -

W. H. GASS,

220 Diamond, East Liverpool, O.

THEY BURIED THE BABE

But the Name of Its Parents Is a Secret.

A STORY IS BEHIND IT ALL

Although the Public Will Never Know the Principal Actors In This Incident of Shame—The Funeral Expenses Were Borne by the Trustees.

The township trustees yesterday disposed of a matter which is at present surrounded by a great deal of mystery, and there is no reason to believe that the veil will ever be lifted since the parties acquainted with the circumstances will give no names in connection with it.

It is the old story of hidden shame, but in this case the poor unfortunate was so situated that it was necessary to take some one into confidence. The circumstances were such that the authorities were called upon to bear the expenses of the funeral when the little stranger died. The remains were interred yesterday afternoon, there being no one at the funeral except the sexton, who performed the last rites.

The identity of the parties is closely guarded, and not an intimation has been allowed to reach the public ear. In fact the matter only became known to a few persons through accident.

LAI'D TO REST.

The Funeral Services of Timmy Twaddle Were Largely Attended.

The funeral of Thomas Twaddle took place this afternoon from the West End chapel, Rev. S. C. George officiating. The floral offerings were very beautiful. The pallbearers were James Weston, Edward Tolbert, Fred Simpson, Percy Baxter, Samuel Witherow, William Kinsey, John Hester, Charles Davis and George McNicol. The services were largely attended, and interment was made at Spring Grove.

The sum collected amounted to over \$100 and after the funeral expenses are paid the remainder will be used to purchase a tombstone for the grave.

Attend Auctioneer Johnson's Auction tonight at 7:30 o'clock.

CAN'T KEEP A COLLAR

Because Someone Relieves the Dog of Its Ornament.

Jethro Manley, Jr., is the owner of a dog upon which he endeavors to keep a collar. He has purchased six collars for the animal but someone has appropriated them to his own use as the dog is very friendly and permits anyone to caress him. Mr. Manley claims he knows the party who took the last collar and proposes to send the key to him if he does not call for it in three days.

Suits made to order that fit your body, mind and purse, at

ERLANGER'S.

Will Move to Liverpool.

A. M. Crowl, superintendent of the Potters' Milling and Mining company, at East Liverpool, spent Sunday with his family in this city. He returned to that city this morning accompanied by his daughter, Miss Effie. Mr. Crowl's family will move to East Liverpool on Tuesday of next week.—Salem Herald.

Acting On the Scale.

evening act upon their new wage scale, and hear a report from the committee who were instructed to present it to the merchant tailors.

NO ACTION ON THE MAINE.

CONTINUED FROM PAGE 1.

took place well to port of the midship line and at a point in the length about opposite the conning tower.

In reply to further questions, he said his opinion was based upon the observation of things above water. He gave no weight to Mr. Morgan's statement about falling into a hole on the port side, because Morgan might have been mistaken about it. Referring to his notes made of things on the Maine, Ensign Powelson stated that the arc of the engine room telegraph and the shaft of the steering gear brooking down through the armored tube (turret) was bent from port to starboard. The port side of the protective deck was covered with a greasy deposit, the starboard side being comparatively free from it.

The forward smokepipe hatch, between the main and superstructure decks, did not show signs of the internal pressure of gases. On the main deck, forward of the conning tower, where the fore and after angle bulb beam was located, the planking was blown off on the only remaining plate of the main deck on the port side, while the wood was still attached to that part on the starboard side between the conning tower inclined over the starboard completely. It stands up, with the thick part of the plate down. It is inclined forward and over the starboard.

What witness saw would indicate that the pressure lifted the protective deck up on the port side and the protective deck on the starboard side held and bent that deck downward. Witness here exhibited two sketches to the court, showing diagram of various parts of the sunken ship and explained them to the court.

The witnesses evidence about the strip on the starboard side of the outside plating of the ship which was folded and rolled back was recalled to him and Powelson said he could see the plate underneath it was bent outward, as he could see it, as it was only two feet under water where the shear occurred.

Witness had taken soundings and had found five fathoms of water on both sides of the Maine down to the mud. Taking a 14 pound leadline and dragging with a werry for obstructions on the port side, dragging close to where he thought the waterways would be found he found no obstructions whatever. On the starboard side he found obstructions for 20 feet where he had reason to believe the waterways had originally been.

In answer to questions said there was nothing left of the port plating at all. He dragged along the outside to see if anything had fallen out and found nothing. Witness thought the ship on the port side was entirely gone opposite a point indicated on a diagram handed the court. It was entirely blown out.

This concluded Ensign Powelson's testimony on the third day.

Consul General Lee's Testimony.

Consul General Fitzhugh Lee appeared before the court on March 8. His testimony related to the official formalities preceding the Maine's arrival. On Jan. 24 he received a message from the state department, saying that the Maine would be sent to Havana on a friendly visit, to resume the regular status of naval relations between the two countries, and he was ordered to make arrangements at the palace for the interchange of official courtesies. After a call at the palace, he sent the state department a cipher message, saying: "Authorities profess to think the United States has ulterior purpose in sending the ship. Say it will obstruct autonomy and produce excitement and most probably a demonstration. Ask that it not be done till they get instructions from Madrid. Say that if for friendly purpose, as claimed, delay is unimportant."

It was too late, however, the Maine had already sailed. She arrived next day, and Lee reported her arrival to the state department.

Commander Wainwright a Witness.

Lieutenant Commander Richard Wainwright testified that the regulations in regard to paints and inflammables and all other precautions were strictly carried out on board ship. Every possible care was taken to avoid accident. All visitors were scrutinized before being allowed to come on board the ship. Nobody was allowed unaccompanied. Special "look-outs" were required at night. No unauthorized boats were allowed to approach the ship.

There was fine discipline, obedient crew, quiet men. He was in the captain's office at time of the explosion; felt a very heavy shock and heard noise of falling objects on deck. Thought the ship was being fired upon. Was told by captain to see boats were lowered. He saw few men coming, mostly officers. He saw no reason to flood the magazine because water was coming up. He saw fire forward. Boats began to crowd around the wreck. He induced boats to take the wounded to different vessels. He ordered a list taken of the saved and wounded. There was excellent discipline after the explosion. Orders were followed with promptness of a drill. The only order not obeyed was the order to leave the ship.

What Capt. Sigsbee Said.

Captain Sigsbee, in testifying before the court of inquiry which convened in the harbor of Havana Monday, February 21, said that he assumed command of the Maine on April 10, 1897, and that his ship arrived in the harbor of Havana, the last time, January 24, 1898. The authorities of Havana knew of the Maine's coming, Consul General Lee having informed the authorities, according to official custom. After he took on an official pilot sent by the captain of the port of Havana, the ship was berthed in the man-of-war anchorage off the Machina, or the Shears, and, according to his understanding, was one of the regular buoys of the place.

He then stated that he had been in Havana in 1872 and again in 1898.

He could not state whether the Maine was placed in the usual berth for men-of-war, but said that he had heard remarks since the explosion, using Captain Stevens, temporarily in command of the Ward Line steamer City of Washington, as authority for the statement that he had never known in all his experience, which covered visits to Havana for five or six years, a man-of-war to be anchored at that buoy; that he had rarely known merchant vessels to be anchored there, and that it was the least used buoy in the harbor. In describing the surroundings when first moored to this buoy, Captain Sigsbee stated that the Spanish man-of-war Alphonse XII was moored in position now occupied by the Fern, about 250 yards to the northward and westward of the Maine. The German ship Griesenau was anchored at the birth now occupied by the Spanish man-of-war Legaspe, which is about 400 yards about due north from the Maine. He then located the German man-of-war Charlotte, which

was anchored to the southward of the Maine's berth about 400 or 500 yards.

In describing the surroundings at the time of the explosion Captain Sigsbee stated that the night was calm and still. The Alphonse XII was at the same berth. The small Span-

ish dispatch boat Legaspe had come out the day before and taken the berth occupied by the German man-of-war Griesenau, which had left. The steamer City of Washington was anchored about 200 yards to the south and east of the Maine's stern slightly on the port quarter.

The Maine coaled at Key West, taking on about 150 tons, the coal being regularly inspected and taken from the government coal pile. This coal was placed generally in the forward bunkers. No report was received from the chief engineer that any coal had been too long in the bunkers and that the fire alarms in the bunkers were sensitive.

Insofar as the regulations regarding inflammables and paints on board, Captain Sigsbee testified that the regulations were strictly carried out in regard to storage, and that the waste was subjected to the same careful disposition. As to the situation of the paintroom he fixed it as in the "eyes of the ship," just below the berth deck, the extreme forward compartment. As for the disposition of inflammables, they are stored in chests according to the regulations, and when inflammables were in excess of chest capacity they were allowed to be kept in the bathroom of the admiral's cabin.

Regarding the electric plant of the Maine Captain Sigsbee stated that there was no serious grounding, nor sudden flaring up of the lights before the explosion, but a sudden and total eclipse. As for the regulations affecting the taking of temperature of the magazines, etc., Captain Sigsbee said there were no special regulations other than the usual regulations required by the department. He examined the temperature himself and conversed with the ordnance officer as to the various temperatures and the contents of the magazines, and according to the opinion of this officer, as well as Sigsbee, the temperatures were never at the danger point. "I do not think there was any laxity in this direction," said the captain, in reply to a question of Judge Advocate Marix.

He had no recollection of any work going on in the magazine or shell rooms on the day of the explosion. The keys were called for in the usual way on the day in question and were properly returned. At the time of the disaster the two after boilers in the after fire room were in use because the hydraulic system was somewhat leaking.

Speaking generally of his relations with the Spanish authorities, Captain Sigsbee stated that with the officials they were outwardly cordial. The members of the autonomistic council of the government, however, seem to have brought to the attention of the navy department the fact that he did not visit them, and that fact brought embarrassment to the government at Washington. He took the ground to the department that it was unknown etiquette to call on the civil members of the colonial governments other than the governor. Without waiting for such an order Captain Sigsbee made a visit afterwards and, as he stated, was pleasantly received and his visit promptly returned by certain members of the council.

Later a party of ladies and gentlemen called, and the president of the council made a speech, which Captain Sigsbee could not understand, but which was interpreted to him briefly, to which he replied:

"My reply," said Captain Sigsbee, "was afterwards printed in at least two papers in Havana, but the terms made me favor autonomistic government in the island. I am informed that the autonomistic government in Havana is unpopular among a large class of Spanish and Cuban residents. I have no means of knowing whether my apparent interference in the political concerns of the island had any political relation to the destruction of the Maine."

Asked whether there was any demonstration of animosity by people aboard, Captain Sigsbee said that there never was on shore, as he was informed, but there was aboard. He then related that on the Sunday after the Maine's arrival a ferryboat, crowded densely with people, civil and military, returning from a bull fight in Regla, passed the Maine, and about 40 people on board indulged in yells, whistles and derisive calls. During the stay in Havana, Captain Sigsbee took more than ordinary precaution for the protection of the Maine by placing sentries on the forecabin and poop, quarantine and signal boys on the bridge and on the poop.

A corporal of the guard was especially instructed to look out for the port gangway, and the officer of the deck and quartermaster were especially instructed to look out for the starboard gangway; a quarterwatch was kept on deck all night; sentries' cartridge boxes were filled, their arms kept loaded, a number of rounds of rapidfire ammunition kept in the pilot house and in the spare captain's pantry, under the after superstructure, was kept additional charges of shell, close at hand, for two boilers instead of one and positive instructions were given to watch carefully all the hydraulic gear and report defects.

Had Visitors Carefully Watched.

He said he had given orders to the master at arms and the orderly sergeant to keep a careful eye on everybody that came on board, and to carefully observe any packages that might be held on the supposition that dynamite or other high explosive might be employed, and afterwards to inspect the routes these people had taken and never to lose sight of the importance of the order. He states that very few people visited the ship, Lieutenant Commander Wainwright being rather severe on desultory visitors. There were only two visits of Spanish military officers. Once a party of five or six Spanish military officers came on board, but according to the captain, they were constrained and not desirous of accepting much courtesy. This visit was during the absence of the captain. He said he made every effort to have the Spanish officers visit the ship to show good will according to the spirit of the Maine's visit to Havana, but with exceptions stated no military officer of Spain visited the ship specially.

Captain Sigsbee then went into details regarding the precautions in force, especially in relation to quarter watches, which he said had never been rescinded. One of the cutters was in the water at the time of the accident, and one of the launches, the first, was riding at the starboard boom. The captain said that the night was quiet and warm, and that he remembered hearing distinctly the echoes of the bugle at tattoo, which were very pleasant. Stars were out, the sky, however, being overcast. The Maine at the time of the explosion was heading approximately northwest, pointing toward the Shears. He was writing at his port cabin table at the time of the explosion, and was dressed. He then went into a description of the explosion when he felt the crash.

He characterized it as a bursting, rending and crashing sound or roar of immense volume, largely metallic in its character, probably of falling debris, a trembling and lurching motion of the vessel, then an impression of subsidence, attended by an eclipse of electric lights and intense darkness within the cabin. He knew immediately that the Maine had blown up and she was sinking. He hurried to the starboard cabin port, but changed his course to the passage leading to the superstructure. Then he detailed the manner of meeting Private Anthon, which is much the same as has been published. Lieutenant Commander Wainwright was on deck and Captain Sigsbee emerged from the passageway and, turning to the orderly, he asked for the time, which was given as 9:40 p. m. Sentries were ordered placed about the ship and the forward magazine flooded, if practicable. He called for perfect silence.

The surviving officers were about him at the poop. He was informed that both forward and after magazines were under water. Then came faint cries and he saw dimly floating bodies in the water. Boats were at once ordered lowered, but only two were found available, the gig and whaleboat. They were lowered and manned by officers and men and by the captain's directions, they left the ship and assisted in saving the wounded jointly with other boats that had arrived on the scene. Fire amidships by this time was burning fiercely and the spare ammunition in the pilot house was exploding in detail. At this time, Lieutenant Commander Wainwright whispered to the captain that he thought the 10-inch magazine forward had been thrown up into the burning mass and might explode in time.

Everybody was then directed to get into the boats over the stern, which was done, the captain getting into the gig and then proceeded to the City of Washington, where he found the wounded in the dining saloon, being carefully attended by the officers and crew of the vessel. He then went on deck and observed the wreck for a few minutes and gave directions to have a muster taken on board the City of Washington and other vessels and sat down in the captain's cabin and dictated a telegram to the navy department.

Various Spanish officials came on board and expressed sympathy and sorrow for the accident. The representatives of General Blanco and of the admiral of the station were among the Spanish officials who tendered their respects. About 84 or 85 men were found that night who survived.

By the time Captain Sigsbee reached the quarter deck it was his impression that an overwhelming explosion had occurred. When he came from the cabin he was practically blinded for a few seconds. His only thought was for the vessel, and he took no note of the phenomena of the explosion. In reply to the direct question of whether any of the magazines or shell rooms were blown up, the captain said it was extremely difficult to come to any conclusion. The center of the explosion was beneath and a little forward of the conning tower on the port side. In the region of the centre or axis of the explosion was the 6-inch reserve magazine, which contained very little powder, about 300 pounds. The 10-inch magazine was in the same general region, but on the starboard side. Over the 10-inch magazine in the loading room of the turret and in the adjoining passage a number of 10-inch shells were permanently placed.

According to Captain Sigsbee it would be difficult to conceive the explosion involved the 10-inch magazine, because of the location of the explosion and that no reports show that any 10-inch shells were hurled into the air because of the explosion. The captain went into details as to the location of the small arm ammunition. He said that he did not believe that the forward 6-inch magazine blew up. The location of the guncockton was aft, under the cabin. The guncockton primers and detonators were always kept in the cabin. He stated that he had examined the wreck himself, conversed with other officers and men, but as the Spanish authorities were very much adverse to an investigation, except officially on the grounds as stated by the Spanish admiral, that the honor of Spain was involved, he forbore to examine the submarine portion of the wreck for the cause of the explosion until the day the court convened.

He said the discipline of the ship was excellent. The marine guard was in excellent condition. The reports of the medical department show that about one man and a quarter per day were on the sick list during the past year. In the engineer's department the vessel was always ready and always responsive. He paid a tribute to the crew, and said that a quieter, better-natured lot of men he had never known on board any vessel in which he had served. He had no fault to find with the behavior of any officer or man at the time of the disaster and considered their conduct admirable. On his examination by the court Captain Sigsbee said that the highest temperature he could remember was 112, but that was in the after magazine, the temperature in the forward magazines being considerably lower.

There was no loose powder kept in the magazine. All the coal bunkers were ventilated through air tubes examined weekly by the chief engineer, and were connected electrically to the annunciator near his cabin door. The forward coal bunker on the port side was full; the forward coal bunker on the starboard side was half full, and it was being used at the time of the explosion.

Captain Sigsbee, being recalled, stated that he had detailed Lieutenant Commander Wainwright, Lieutenant Holman and Chief Engineer Howell, all of the Maine, to obtain information in regard to any outsiders who may have seen the explosion.

Captain Sigsbee also gave as his opinion that if coalbunker A 16 had been so hot as to be dangerous to the six-inch reserve magazine that this condition would have been shown on three sides where the bunker was exposed, and that men constantly passing to and fro by it would have necessarily noticed any undue heat.

Captain Sigsbee was recalled and examined as to the ammunition on board the Maine. He stated that there were no high explosives, gun cotton, detonators or other material in magazines or shellroom which the regulations prohibited. He testified that no warheads had been placed on torpedoes since he had command of the ship.

Gunner Morgan reported that in walking on the bottom he fell into a hole on the port side and went down into the mud. He also reported that as far as he could judge everything seemed to be bent upward in the vicinity of this hole. He also reported that the plates seemed to have been pushed over to starboard and then down.

What a Tobacco Dealer Saw.

Louis Wertheimer, a tobacco dealer of New York, who was a passenger on the steamer City of Washington, in Havana harbor the night of the blowing up of the Maine, the moment of the explosion was looking directly at the battleship when the explosion occurred.

"I heard a report," said Mr. Wertheimer, "and at an interval of anywhere from 5 to 15 seconds following the first report, came a great explosion. In the burst of flame which followed, I clearly and plainly saw the ship blow up. The ship then settled down before the light of the explosion went out. The whole thing was over so quickly that I could not hazard a guess as to the length of time

Captain Frank Stevens of the City of

Washington, testified he was standing amidship of his ship where he could look towards the Maine when she was blown up. He heard a dull muffled explosion and commotion as though it was under the water, followed instantly by a terrific explosion, lighting up the sky with a dull red glare and filling the air with flying missiles, which fell all around him. He felt a trembling of his ship at the last of the explosions on the Maine. There was a decided interval between the first noise and the explosion. He was not standing where he could see the Maine lifted.

Powelson Again Testified.

Ensign Powelson was recalled on the sixth day, when he said that since his last testimony he had received a book of specifications of the Maine. Refreshing his memory from these records he said the plates of the protective deck were 1-inch thick, weighing 10 pounds per square foot. Ensign Powelson wishing to give some testimony regarding the condition of the wreck, Gunners Mate Olsen, the diver, was admitted in order that he might correct any erroneous statement, the two having worked together.

Mr. Powelson said that on Feb. 26th Diver Olsen reported to him that on coming up from below he had followed the forward and after wings of the V shape made by the bottom plating at frame 17 and said on the forward wing of the V the plates ran down on a very steep slant and then turned under and over the starboard side, that just above where the plates turned to go under the starboard side he found two dents as if the plating had been bulging between the frames from outside in.

The court asked the size of these two dents. Mr. Powelson replied they were about two and one-half feet long and bulged in about six inches. He further testified that Olsen again went down, and came to the surface at 11 o'clock, saying he thought he had found the flat keel. Olsen had reported that the keel was sloping downward about 45 degrees, and to port with the afterpart of the keel upward most. He said he had not explored the after wing of the V, and had found a semi-circular hole about two feet in diameter, with rivet holes all around it. He said that semi-circular hole was about 20 feet from the top of the V made by the bottom plating. He said the plate presented a jagged appearance, as if it had been torn, and that a crack had extended from the bottom edge of the semi-circular hole to a distance of about eight inches, and that the plates about this hole were bent away from the green side of the plating.

Mr. Powelson continued to say that Olsen told him he had found a hole cut in a plate 25 feet from the angle of the V and exhibited a sketch showing that the keel line was found by him sloping down 65 degrees below the horizontal and to port. The point where he had found the keel was about 30 feet under water. He had not followed the keel at that point, as the platings between which he was wedged opened out so that he had nothing to support him.

Mr. Powelson said Olsen testified that about 20 feet from the sluice valve he found an opening in the ship's side. He had found boarding near the sea section, in apartment "A 10," about 21 feet from the sluice valve in an almost vertical position, although it was originally horizontal.

My idea," said Mr. Powelson, "is that after the ship was raised up at frame 18, the magazines, one or all of them, after that were exploded, for some powder tanks I have seen I think were exploded while others I have seen were not exploded. I saw a coffee can which was brought this morning which was about as badly battered as most of the powder cases that came up. It looked very much the same condition."

"When you say some of the powder tank had, in your opinion, exploded, and some had not, do you refer to six-inch tanks only or to ten-inch tanks alone?"

"I refer to both, as I have seen a six-inch tank that was very little ripped open, and I saw one this morning that had been first opened and flattened out, with evidences of burnt powder on it. I saw one ten-inch tank that was scarcely battered at all and only the head of it gone. I also saw ten-inch tanks with the packing, which looked like excelsior, as burnt, so that, in my opinion, some but not all of the ten-inch and six-inch charges were exploded."

Mr. Powelson said four or five tanks had been brought up that morning, but he did not see all of them. The only one he remembered seeing was exploded and burst out so that the case formed almost a plane surface. The ten-inch tank had its head removed, but it had preserved its approximate shape.

When questioned further as to what he regarded as the cause of the injuries Mr. Powelson said:

"On the bottom forward where that frame was thrown up it would seem to me the force was communicated some distance through the water, because it was lifted up instead of being battered in."

"It was a force that was cushioned in some way, because the diver tells me there was a bulge in plates between the two frames and such a force as that would be a cushion pressure; so the plates in that part of the ship not having been broken in this explosion may have occurred aft, and the frames forward of the transverse armor being weaker than they are aft, the ship might have been lifted up there by this cushion pressure from further aft."

"It strikes me," continued Mr. Powelson, speaking of the same part of the vessel, "that the mine there could not have been very close to those plates that were lifted up because, as I say, the plates are not so much damaged or bent in the form of a V and raised up a vertical distance. It seems to me that the mine was somewhat removed, and the pressure came through the water which produced that cushion sort of pressure."

Chief Gunner's Mate Olsen, of the U. S. S. Iowa, told how he had been sent to Havana for the purpose of doing diving duty on the wreck. He had ascended four times, making about eight or nine hours' of total examination.

Olsen told how, on the first descent, he went over the forward part of the ship. To use his own expression, he said, "I found the wreck all blown up. I found a lot of grate bars down there."

The second time he went down further forward, and there located a lot of 10-inch shells. Forward of these the plates were bent inboard over them.

Asked if he imagined he did. Going over the plates he struck into a lot of 6-inch shells with the slings on them. Going to the right, witness stated he found a lot of wreckage. Olsen states that he put his hand into the cranks and brought out several six-pounder shells.

The next time he went down, Olsen testified he went outside the ship, forward of the crane on the port side. He followed the bottom along and found that the ship's side was blown outboard, and alongside the crane it could be walked on completely," witness said, "part of the bottom plates are turned up. Then you follow the bottom from there up and the plates are blown outboard."

CONTINUED ON PAGE 6.

There'll Be a Lot

O' people that'll want to come out this spring in shoes that are "dead swell," but they won't want to pay a great big price for 'em. Now we have the right shoes for these people. Prices to suit the people. Elegant tan shoes, all styles. Prices \$1.50 start at -

W. H. GASS,

220 Diamond, East Liverpool, O.

THEY BURIED THE BABE

But the Name of Its Parents Is a Secret.

A STORY IS BEHIND IT ALL

Although the Public Will Never Know the Principal Actors in This Incident of Shame—The Funeral Expenses Were Borne by the Trustees.

The township trustees yesterday disposed of a matter which is at present surrounded by a great deal of mystery, and there is no reason to believe that the veil will ever be lifted since the parties acquainted with the circumstances will give no names in connection with it.

It is the old story of hidden shame, but in this case the poor unfortunate was so situated that it was necessary to take some one into confidence. The circumstances were such that the authorities were called upon to bear the expenses of the funeral when the little stranger died. The remains were interred yesterday afternoon, there being no one at the funeral except the sexton, who performed the last rites.

The identity of the parties is closely guarded, and not an intimation has been allowed to reach the public ear. In fact the matter only became known to a few persons through accident.

LAI'D TO REST.

The Funeral Services of Timmy Twaddle Were Largely Attended.

The funeral of Thomas Twaddle took place this afternoon from the West End chapel, Rev. S. C. George officiating. The floral offerings were very beautiful. The pallbearers were James Weston, Edward Tolbert, Fred Simpson, Percy Baxter, Samuel Witherow, William Kinsey, John Hester, Charles Davis and George McNicol. The services were largely attended, and interment was made at Spring Grove.

The sum collected amounted to over \$100 and after the funeral expenses are paid the remainder will be used to purchase a tombstone for the grave.

Attend Auctioneer Johnson's Auction tonight at 7:30 o'clock.

CAN'T KEEP A COLLAR

Because Someone Relieves the Dog of Its Ornament.

Jethro Manley, Jr., is the owner of a dog upon which he endeavors to keep a collar. He has purchased six collars for the animal but someone has appropriated them to his own use as the dog is very friendly and permits anyone to caress him. Mr. Manley claims he knows the party who took the last collar and proposes to send the key to him if he does not call for it in three days.

Suits made to order that fit your body, mind and purse, at

ERLANGER'S.

Will Move to Liverpool.

A. M. Crowl, superintendent of the Potters' Milling and Mining company, at East Liverpool, spent Sunday with his family in this city. He returned to that city this morning accompanied by his daughter, Miss Effie. Mr. Crowl's family will move to East Liverpool on Tuesday of next week.—Salem Herald.

Acting On the Scale.

The harbor of New York, which was anchored to the southward of the Maine's berth about 400 or 500 yards.

NO ACTION ON THE MAINE.

CONTINUED FROM PAGE 1.

took place well to port of the midship line and at a point in the length about opposite the conning tower.

In reply to further questions, he said his opinion was based upon the observation of things above water. He gave no weight to Mr. Morgan's statement about falling into a hole on the port side, because Morgan might have been mistaken about it. Referring to his notes made of things on the Maine, Ensign Powelson stated that the arc of the engine room telegraph and the shaft of the steering gear brooking down through the armored tube (turret) was bent from port to starboard. The port side of the protective deck was covered with a greasy deposit, the starboard side being comparatively free from it.

The forward smokepipe hatch, between the main and superstructure decks, did not show signs of the internal pressure of gases. On the main deck, forward of the conning tower, where the fore and after angle bulb beam was located, the planking was blown off on the only remaining plate of the main deck on the port side, while the wood was still attached to that part on the starboard side between the conning tower inclined over the starboard completely. It stands up, with the thick part of the plate down. It is inclined forward and over the starboard.

What witness saw would indicate that the pressure lifted the protective deck up on the port side and the protective deck on the starboard side held and bent that deck downward. Witness here exhibited two sketches to the court, showing diagram of various parts of the sunken ship and explained them to the court.

The witness evidence about the strip on the starboard side of the outside plating of the ship which was folded and rolled back was recalled to him and Powelson said he could see the plate underneath it was bent outward, as he could see it, as it was only two feet under water where the shear occurred.

Witness had taken soundings and had found five fathoms of water on both sides of the Maine down to the mud. Taking a 14 pound leadline and dragging with a werry for obstructions on the port side, dragging close to where he thought the waterways would be found he found no obstructions whatever. On the starboard side he found obstructions for 20 feet where he had reason to believe the waterways had originally been.

In answer to questions said there was nothing left of the port plating at all. He dragged along the outside to see if anything had fallen out and found nothing. Witness thought the ship on the port side was entirely gone opposite a point indicated on a diagram handed the court. It was entirely blown out.

This concluded Ensign Powelson's testimony on the third day.

Consul General Lee's Testimony.

Consul General Fitzhugh Lee appeared before the court on March 8. His testimony related to the official formalities preceding the Maine's arrival. On Jan. 24 he received a message from the state department, saying that the Maine would be sent to Havana on a friendly visit, to resume the regular status of naval relations between the two countries, and he was ordered to make arrangements at the palace for the interchange of official courtesies. After a call at the palace, he sent the state department a cipher message, saying: "Authorities profess to think the United States has ulterior purpose in sending the ship. Say it will obstruct autonomy and produce excitement and most probably a demonstration. Ask that it not be done till they can get instructions from Madrid. Say that if for friendly purpose, as claimed, delay is unimportant."

It was too late, however, the Maine had already sailed. She arrived next day, and Lee reported her arrival to the state department.

Commander Wainwright a Witness.

Lieutenant Commander Richard Wainwright testified that the regulations in regard to paints and inflammables and all other precautions were strictly carried out on board ship. Every possible care was taken to avoid accident. All visitors were scrutinized before being allowed to come on board the ship. Nobody was allowed unaccompanied. Special "look-outs" were required at night. No unauthorized boats were allowed to approach the ship.

There was fine discipline, obedient crew, quiet men. He was in the captain's office at time of the explosion; felt a very heavy shock and heard noise of falling objects on deck. Thought the ship was being fired upon. Was told by captain to see boats were lowered. He saw few men coming, mostly officers. He saw no reason to flood the magazine because water was coming up. He saw fire forward. Boats began to crowd around the wreck. He induced boats to take the wounded to different vessels. He ordered a list taken of the saved and wounded. There was excellent discipline after the explosion. Orders were followed with promptness of a drill. The only order not obeyed was the order to leave the ship.

What Capt. Sigsbee Said.

Captain Sigsbee, in testifying before the court of inquiry which convened in the harbor of Havana Monday, February 21, said that he assumed command of the Maine on April 10, 1897, and that his ship arrived in the harbor of Havana, the last time, January 24, 1898. The authorities of Havana knew of the Maine's coming, Consul General Lee having informed the authorities, according to official custom. After he took on an official pilot sent by the captain of the port of Havana, the ship was berthed in the man-of-war anchorage off the Machina, or the Shears, and, according to his understanding, was one of the regular buoys of the place.

He then stated that he had been in Havana in 1872 and again in 1893.

He could not state whether the Maine was placed in the usual berth for men-of-war, but said that he had heard remarks since the explosion, using Captain Stevens, temporarily in command of the Ward Line steamer City of Washington, as authority for the statement that he had never known in all his experience, which covered visits to Havana for five or six years, a man-of-war to be anchored at that buoy; that he had rarely known merchant vessels to be anchored there, and that it was the least used buoy in the harbor. In describing the surroundings when first moored to this buoy, Captain Sigsbee stated that the Spanish man-of-war Alphonse XII was moored in position now occupied by the Fern, about 250 yards to the northward and westward of the Maine. The German ship Griesenau was anchored at the birth now occupied by the Spanish man-of-war Legaspe, which is about 400 yards about due north from the Maine. He then located the German man-of-war Charlotte, which

was anchored to the southward of the Maine's berth about 400 or 500 yards.

In describing the surroundings at the time of the explosion Captain Sigsbee stated that the night was calm and still. The Alphonse XII was at the same berth. The small Span-

ish dispatch boat Legaspe had come out the day before and taken the berth occupied by the German man-of-war Griesenau, which had left. The steamer City of Washington was anchored about 200 yards to the south and east of the Maine's stern slightly on the port quarter.

The Maine coaled at Key West, taking on about 150 tons, the coal being regularly inspected and taken from the government coal pile. This coal was placed generally in the forward bunkers. No report was received from the chief engineer that any coal had been too long in the bunkers and that the fire alarms in the bunkers were sensitive.

Insofar as the regulations regarding inflammables and paints on board, Captain Sigsbee testified that the regulations were strictly carried out in regard to storage, and that the waste was subjected to the same careful disposition. As to the situation of the paintroom he fixed it as in the "eyes of the ship," just below the berth deck, the extreme forward compartment. As for the disposition of inflammables, they are stored in chests according to the regulations, and when inflammables were in excess of chest capacity they were allowed to be kept in the bathroom of the admiral's cabin.

Regarding the electric plant of the Maine Captain Sigsbee stated that there was no serious grounding, nor sudden flaring up of the lights before the explosion, but a sudden and total eclipse. As for the regulations affecting the taking of temperature of the magazines, etc., Captain Sigsbee said there were no special regulations other than the usual regulations required by the department. He examined the temperature himself and conversed with the ordnance officer as to the various temperatures and the contents of the magazines, and according to the opinion of this officer, as well as Sigsbee, the temperatures were never at the danger point. "I do not think there was any laxity in this direction," said the captain, in reply to a question of Judge Advocate Marix.

He had no recollection of any work going on in the magazine or shell rooms on the day of the explosion. The keys were called for in the usual way on the day in question and were properly returned. At the time of the disaster the two after boilers in the after fire room were in use because the hydraulic system was somewhat leaking. Speaking generally of his relations with the Spanish authorities, Captain Sigsbee stated that with the officials they were outwardly cordial. The members of the autonomistic council of the government, however, seem to have brought to the attention of the navy department the fact that he did not visit them, and that fact brought embarrassment to the government at Washington. He took the ground to the department that it was unknown etiquette to call on the civil members of the colonial governments other than the governor. Without waiting for such an order Captain Sigsbee made a visit afterwards and, as he stated, was pleasantly received and his visit promptly returned by certain members of the council.

Later a party of ladies and gentlemen called, and the president of the council made a speech, which Captain Sigsbee could not understand, but which was interpreted to him briefly, to which he replied: "My reply," said Captain Sigsbee, "was afterwards printed in at least two papers in Havana, but the terms made me favor autonomistic government in the island. I am informed that the autonomistic government in Havana is unpopular among a large class of Spanish and Cuban residents. I have no means of knowing whether my apparent interference in the political concerns of the island had any political relation to the destruction of the Maine."

Asked whether there was any demonstration of animosity by people afloat, Captain Sigsbee said that there never was on shore, as he was informed, but there was afloat. He then related that on the first Sunday after the Maine's arrival a ferryboat, crowded densely with people, civil and military, returning from a bull fight in Regia, passed the Maine, and about 40 people on board indulged in yells, whistles and derisive calls. During the stay in Havana, Captain Sigsbee took more than ordinary precaution for the protection of the Maine by placing sentries on the forecabin and poop, quarantine and signal boys on the bridge and on the poop.

A corporal of the guard was especially instructed to look out for the port gangway, and the officer of the deck and quartermaster were especially instructed to look out for the starboard gangway; a quarterwatch was kept on deck all night; sentries' cartridge boxes were filled, their arms kept loaded, a number of rounds of rapid-fire ammunition kept in the pilot house and in the spare captain's pantry, under the after superstructure, was kept additional charges of shell, close at hand, for the second battery; steam was kept up on two boilers instead of one and positive instructions were given to watch carefully all the hydraulic gear and report defects.

Had Visitors Carefully Watched.

He said he had given orders to the master at arms and the orderly sergeant to keep a careful eye on everybody that came on board, and to carefully observe any packages that might be held on the supposition that dynamite or other high explosive might be employed, and afterwards to inspect the routes these people had taken and never to lose sight of the importance of the order. He states that very few people visited the ship, Lieutenant Commander Wainwright being rather severe on desultory visitors. There were only two visits of Spanish military officers. Once a party of five or six Spanish officers came on board, but according to the captain, they were constrained and not desirous of accepting much courtesy. This visit was during the absence of the captain. He said he made every effort to have the Spanish officers visit the ship to show good will according to the spirit of the Maine's visit to Havana, but with exceptions stated no military officer of Spain visited the ship specially.

Captain Sigsbee then went into details regarding the precautions in force, especially in relation to quarter watches, which he said had never been rescinded. One of the cutters was in the water at the time of the accident, and one of the steam launches, the first, was riding at the starboard boom. The captain said that the night was quiet and warm, and that he remembered hearing distinctly the echoes of the bugle at tattoo, which were very pleasant. Stars were out, the sky, however, being overcast. The Maine at the time of the explosion was heading approximately northwest, pointing toward the Shears. He was writing at his port cabin table at the time of the explosion, and was dressed. He then went into a description of the explosion when he felt the crash.

He characterized it as a bursting, rending and crashing sound or roar of immense volume, largely metallic in its character, probably of falling debris, a trembling and lurching motion of the vessel, then an impression of subsidence, attended by an eclipse of electric lights and intense darkness within the cabin. He knew im-

mediately that the Maine had blown up and she was sinking. He hurried to the starboard cabin port, but changed his course to the passage leading to the superstructure. Then he detailed the manner of meeting Private Anthon, which is much the same as has been published. Lieutenant Commander Wainwright was on deck when Captain Sigsbee emerged from the passageway and, turning to the orderly, he asked for the time, which was given as 9:40 p. m. Sentries were ordered placed about the ship and the forward magazine flooded, if practicable. He called for perfect silence.

The surviving officers were about him at the poop. He was informed that both forward and after magazines were under water. Then came faint cries and he saw dimly floating bodies in the water. Boats were at once ordered lowered, but only two were found available, the gig and whaleboat. They were lowered and manned by officers and men and by the captain's directions, they left the ship and assisted in saving the wounded jointly with other boats that had arrived on the scene. Fire amidships by this time was burning fiercely and the spare ammunition in the pilothouse was exploding in detail. At this time, Lieutenant Commander Wainwright whispered to the captain that he thought the 10-inch magazine forward had been thrown up into the burning mass and might explode in time.

Everybody was then directed to get into the boats over the stern, which was done, the captain getting into the gig and then proceeded to the City of Washington, where he found the wounded in the dining saloon, being carefully attended by the officers and crew of the vessel. He then went on deck and observed the wreck for a few minutes and gave directions to have a muster taken on board the City of Washington and other vessels and sat down in the captain's cabin and dictated a telegram to the navy department. Various Spanish officials came on board and expressed sympathy and sorrow for the accident. The representatives of General Blanco and of the admiral of the station were among the Spanish officials who tendered their respects. About 84 or 85 men were found that night who survived.

By the time Captain Sigsbee reached the quarter deck it was his impression that an overwhelming explosion had occurred. When he came from the cabin he was practically blinded for a few seconds. His only thought was for the vessel, and he took no note of the phenomena of the explosion. In reply to the direct question of whether any of the magazines or shell rooms were blown up, the captain said it was extremely difficult to come to any conclusion. The center of the explosion was beneath and a little forward of the conning tower on the port side. In the region of the centre or axis of the explosion was the 6-inch reserve magazine, which contained very little powder, about 300 pounds. The 10-inch magazine was in the same general region, but on the starboard side. Over the 10-inch magazine in the loading room of the turret and in the adjoining passage a number of 10-inch shells were permanently placed.

According to Captain Sigsbee it would be difficult to conceive the explosion involved the 10-inch magazine, because of the location of the explosion and that no reports show that any 10-inch shells were hurled into the air because of the explosion. The captain went into details as to the location of the small arm ammunition. He said that he did not believe that the forward 6-inch magazine blew up. The location of the guncock was aft, under the cabin. The guncock primers and detonators were always kept in the cabin. He stated that he had examined the wreck himself, conversed with other officers and men, but as the Spanish authorities were very much adverse to an investigation, except officially on the grounds as stated by the Spanish admiral, that the honor of Spain was involved, he forbore to examine the submarine portion of the wreck for the cause of the explosion until the day the court convened.

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There was no loose powder kept in the magazine. All the coal bunkers were ventilated through air tubes examined weekly by the chief engineer, and were connected electrically to the annunciator near his cabin door. The forward coal bunker on the port side was full; the forward coal bunker on the starboard side was half full, and it was being used at the time of the explosion.

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Captain Sigsbee also gave as his opinion that if coalbunker A 16 had been so hot as to be dangerous to the six-inch reserve magazine that this condition would have been shown on three sides where the bunker was exposed, and that men constantly passing to and fro by it would have necessarily noticed any undue heat.

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What a Tobacco Dealer Saw.

Louis Wertheimer, a tobacco dealer of New York, who was a passenger on the steamer City of Washington, in Havana harbor the night of the blowing up of the Maine, the moment of the explosion was in the stern of the Washington and was looking directly at the battleship when the explosion occurred.

"I heard a report," said Mr. Wertheimer, "and at an interval of anywhere from 5 to 15 seconds following the first report, came a great explosion. In the burst of flame which followed, I clearly and plainly saw the vessel blow up. The explosion was three yards out, then settle down before the light of the explosion went out. The whole thing was over so quickly that I could not hazard a guess at the length of time."

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Washington, testified he was standing amidship of his ship where he could look towards the Maine when she was blown up. He heard a dull muffled explosion and commotion as though it was under the water, followed instantly by a terrific explosion, lighting up the sky with a dull red glare and filling the air with flying missiles, which fell all around him. He felt a trembling of his ship at the last of the explosions on the Maine. There was a decided interval between the first noise and the explosion. He was not standing where he could see the Maine lift.

Powelson Again Testified.

Ensign Powelson was recalled on Feb. 26th. Diver Olsen reported to him that on coming up from below he had followed the forward and after wings of the V shape made by the bottom plating at frame 17 and said on the forward wing of the V the plates ran down on a very steep slant and then turned under and out under the starboard side, that just above where the plates turned to go under the starboard side he found two dents as if the plating had been bulging between the frames from outside in.

The court asked the size of these two dents. Mr. Powelson replied they were about two and one-half feet long and bulged in about six inches. He further testified that Olsen again went down, and came to the surface at 11 o'clock, saying he thought he had found the flat keel. Olsen had reported that the keel was sloping downward about 45 degrees, and to port with the afterpart of the keel uppermost. He said he had not explored the after wing of the V, and had found a semi-circular hole about two feet in diameter, with rivet holes all around it. He said that semi-circular hole was about 30 feet from the top of the V made by the bottom plating. He said the plate presented a jagged appearance, as if it had been torn, and that a crack had extended from the bottom edge of the semi-circular hole to a distance of about eight inches, and that the plates about this hole were bent away from the green side of the plating.

Mr. Powelson continued to say that Olsen told him he had found a hole cut in a plate 25 feet from the angle of the V and exhibited a sketch showing that the keel line was found by him sloping down 60 degrees below the horizontal and to port. The point where he had found the hole was about 30 feet under water. He had not followed the keel at that point, as the platings between which he was wedged opened out so that he had nothing to support him.

Mr. Powelson said Olsen testified that about 20 feet from the sluice valve he found an opening in the ship's side. He had found boarding near the sea station, in apartment "A 10," about 21 feet from the sluice valve in an almost vertical position, although it was originally horizontal. "My idea," said Mr. Powelson, "is that after the ship was raised up at frame 18, the magazines, one or all of them, after that were exploded, for some powder tanks I have seen I think were exploded while others I have seen were not exploded. I saw a coffee can which was brought this morning which was about as badly battered as most of the powder cases that came up. It looked a very much the same condition."

"When you say some of the powder tanks had, in your opinion, exploded, and some had not, do you refer to six-inch tanks only or two inch tanks alone?"

"I refer to both, as I have seen a six-inch tank that was very little ripped open, and I saw one this morning that had been first opened and flattened out, with evidences of burnt powder on it. I saw one ten-inch tank that was scarcely battered at all and only the head of it gone. I also saw ten-inch tanks with the packing, which looked like excelsior, unburnt, so that, in my opinion, some but not all of the ten-inch and six-inch charges were exploded."

Mr. Powelson said four or five tanks had been brought up that morning, but he did not see all of them. The only one he remembered seeing was exploded and burst out so that the case formed almost a plane surface. The ten-inch tank had its head removed, but it had preserved its approximate shape.

When questioned further as to what he regarded as the cause of the injuries Mr. Powelson said:

"On the bottom forward where that frame was thrown up it would seem to me the force was communicated some distance through the water, because it was lifted up instead of being battered in."

"It was a force that was cushioned in some way, because the diver tells me there was a bulge in plates between the two frames and such a force as that would be a cushion pressure: so the plates in that part of the ship may have been broken in this explosion may have occurred aft, and the frames forward of the transverse armor being weaker than they are aft, the ship might have been lifted up there by this cushion pressure from further aft."

"It strikes me," continued Mr. Powelson, speaking of the same part of the vessel, "that the mine there could not have been very close to those plates that were lifted up because, as I say, the plates are not so much damaged or bent in the form of a V and raised up a vertical distance. It seems to me that the mine was somewhat removed, and the pressure came through the water which produced that cushion sort of pressure."

Chief Gunner's Mate Olsen, of the U. S. S. Iowa, told how he had been sent to Havana for the purpose of doing diving duty on the wreck. He had ascended four times, making about eight or nine hours' of total examination.

Olsen told how, on the first descent, he went over the forward part of the ship. To use his own expression, he said, "I found the wreck all blown up. I found a lot of grate bars down there."

The second time he went down further forward, and there located a lot of 10-inch shells. Forward of these the plates were bent inboard over them.

Asked if he imagined himself looking forward he stated that he did. Going over the plates he struck into a lot of 6-inch shells with the slings on them. Going to the right, witness stated he found a lot of wreckage. It seemed to have been blown over the starboard. Olsen stated that he put his hand into the cranks and brought out several six-pounder shells.

The next time he went down, Olsen testified he went outside the ship, forward of the crane on the port side. He followed the bottom along and found that the ship's side was blown outboard, and the plating along the crane it could be walked on completely, witness said, "part of the bottom plates are turned up and the plating below the bottom from there up and the plates are blown outboard."

CONTINUED ON PAGE 6.

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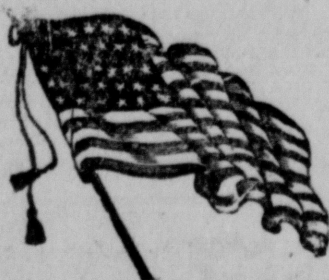
The News Review.

LEADING DAILY OF COLUMBIANA COUNTY.

PUBLISHED DAILY EXCEPT SUNDAY BY
THE NEWS REVIEW COMPANY.
HARRY PALMER, Manager and Proprietor.
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By the Week.....10



UNION PAPERS.
All Union papers of East Liverpool are
known to the various craft and unions of
the city by the printing of the above
Union Label at the head of their columns.



EAST LIVERPOOL, O. TUESDAY, MARCH 29.

REPUBLICAN TICKET.

Marshal,
A. J. JOHNSON.
Solicitor,
M. J. M'GARRY.
Treasurer,
S. T. HERBERT.
Street Commissioner,
ALEX BRYAN.
Water Works Trustee,
THOS. C. FORSTER.
Cemetery Trustee,
CHAL PETERSON.
Board of Education,
O. C. VODREY,
W. T. NORRIS,
L. O. WILLIAMS,
HARRY PEACH,
THOMAS FISHER,
GEORGE C. MURPHY,
WALTER B. HILL.
Council,
R. J. MARSHALL,
J. C. CAIN,
A. L. SECKERSON,
GEORGE ASHBAUGH.
Assessor,
WILLIAM NIBLOCK.
J. E. ANDERSON.
JAMES FORD,
NEWTON CROXALL.

TOWNSHIP TICKET.

Justice of the Peace,
J. N. ROSE.
Clerk,
J. N. HANLEY.
Trustee,
THOMAS LLOYD.
Constable,
JAMES A. MILLER.

FOR MAYOR.

[In the Interest of Law, Order and
Clean Government.]

X CHARLES F. BOUGH.
Subject to the Decision of All Good
Citizens, irrespective of Party Affili-
ations.

BE A MISSIONARY.

Don't be satisfied, citizen voter, with
simply casting your ballot for Charles
F. Bough. In the name of God and
clean municipal government, don't let
an opportunity for securing another
vote for Bough pass you by. Be an ac-
tive worker. God will bless you for so
doing. The evilly disposed, the law-
breakers, the very worst enemies to
East Liverpool and her advancement,
from every standpoint, are straining
every nerve in order to elect, if possible,
A. V. Gilbert. They will use every ef-
fort, fair or foul, in this attempt.
"Eternal vigilance is the price of lib-
erty." Become a missionary.

TRUE WOMEN.

True women are a grand power for
good. We have grandly glorious Chris-
tian women in East Liverpool—women
who will face any foe when God and
the right commands them to so do. The
present contest of good against evil de-
mands that these true women shall step
to the front. Drunkenness, lawlessness,
gambling and kindred evils fall with
awful force and horror upon women and
children. Who will take the lead of
this organization? Immediate action
must ensue. Four more days before the
heat of the conflict; the battle of ballots.
Good men and true will step to the front,
taking with them the blessing of mother,
wife and sister. Party prejudices will
be buried for the time being, and Demo-
crat, Republican, Populist and Promis-
sionist will unite, in the name of God
and humanity, against the common foe,
and use their franchise, as a glorious
privilege, in favor of law, order, pro-

tection to home and family, and the
blessing of clean and pure government.
In the name of the Master, women of
East Liverpool, urge the hesitating and
halting to cast their votes for Charles
F. Bough and clean and pure citizen-
ship, and thus throw about your children,
your boys and your girls, the strong
wall and protection of the enforcement
of existing laws, forcing illegal liquor
sellers, gamblers and other creatures of
infamy to cease their nefarious prac-
tices in East Liverpool. Organize, or-
ganize, organize, and may God add his
blessing, as he surely will if you but do
your duty.

THAT SLOT MACHINE.

An accursed slot machine was in ac-
tive operation in this city only a short
time since, and the owner and operator
was making money with consummate
ease, at the expense of "suckers,"
young and old. Of course this was
done in open defiance of law, despite
the fact that a prominent official of
East Liverpool, and at least one of the
policemen, knew what was going on.
A young lad, in his early teens, imag-
ined that he was keen, smart and sharp,
and that he could beat the machine and
easily rake in a nice pile of ducats. Of
course he was a "sucker," and he soon
felt the hook cutting into his tender
gills, and he lost snug sums of money
which could ill be spared from the
home circle and purse. Rendered des-
perate by the loss, the mother of the
lad made her appearance before the
prominent official above spoken of, and
threatened arrest and exposure to the
owners and operators of the gambling
machine unless the illegal practice was
put a stop to instant. And this prom-
inent official kindly and courteously re-
quested the illegal gamblers and slot
proprietors to drop their little game for a
few weeks, until the breeze passed away
and threatened exposure would no
longer be feared. This is history. This
is fact. And it occurred in the broad,
open light of the day, in this city of
churches, where very many hundreds
of voters, members of Christian
churches, cast their ballots on election
day. What protection, in the name of
God, is given to the young and rising
generation of East Liverpool, under the
present administration of municipal af-
fairs? "How long, oh Lord, how long"
shall this robbery of widows and or-
phans be carried on in our city, with
shameless officials looking on and wink-
ing at the iniquitous practices?

THE PRESIDENT'S OWN.

**Capt. W. E. Supplee and His Company
Would Join It.**

LISBON, March 29.—[Special.]—Dep-
uty Walter Supplee, who recently re-
ceived a letter from Adjutant Gen-
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for having Lisbon represented in the
army should there be war. The letter
is as follows:

"I have the honor to acknowledge
your communication tendering your
services in case of hostilities, and beg to
say that your application will be placed
on file for reference in the event of ne-
cessity. Assuring you of due apprecia-
tion, I have the honor to be

"Very respectfully,

"H. A. AXLINE,
"Adjutant General."

The patriotic captain has learned that
the regiment being organized in Stark
county and known as the President's
Own still lacks two companies, and has
written to Captain Frease, applying for
a place for the Lisbon company.

DIRECTOR HOOPES

**Was Here Today Investigating Two Serious
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Infirmity Director Hoopes is in the
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pay for their keeping, and the infirmity
director was called so that he might
see the condition of the people and re-
port the same to the infirmity directors.

The Same Price.

REVIEW to state that he has not reduced
the price of his Second street property,
as was announced yesterday, but holds
it at the figure quoted the railroad com-
pany some time ago.

WELLSVILLE.

DIED IN THE STREET

**While Returning From a Visit
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from Liverpool street to Broadway.

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The Wellsville Fair association has
sold to W. A. Snediker lot 60 for \$200.
Mary A. Stark to C. N. Brannon, land in
Wellsville, \$3,500. J. A. Smith to J. R.
Smith, lot 231 in Wellsville, \$250.

Mrs. D. F. Norogan and family have
gone to Cleveland for a visit.

Mrs. Sweeley, wife of Master Me-
chanic Sweeley, is ill.

Card of Thanks.

We desire to extend our heartfelt
thanks to those who were so kind to us
during our late bereavement; our friends
and neighbors, and Lawrence's teacher
and school mates for their kindness; the
choir for the beautiful music furnished,
and the Junior League and Sunday
school for their lovely floral offering.

MR. AND MRS. JOHN ARNOLD AND
FAMILY.

**Attend Auctioneer Johnson's
Auction tonight, at 7:30 o'clock.**

A Main Burst.

The water main in Front street burst
during the night near the Thompson
pottery. The pottery was compelled to
suspend operations for a short time until
the main was repaired. B. J. C. had
charge of the work.

—Doctor Hobbs left this morning for
Lisbon. He is a witness in the Bryan-
Burford damage case.

One Scarcely Knows

Where to begin to speak of
the many new and attractive
things in our line. Being on
the eve of the housewife's
most important season in
refurnishing, we are fully
prepared to cater to your
wants in the most thorough
and efficient manner.

Carpets

are now selling rapidly. Be it a Body
Brussels, Tapestry, Axminster, Velvet
or Ingrain, we can please you. You
here select your choice from the
roll, and from the largest stock of car-
pets in Columbiana county. We
handle all the best weaves, the pro-
ducts of those mills which established
their reputation by the quality of their
goods and do not now go begging for
trade.

Dining Room Sets

are an important factor in the makeup of
your house furnishings. You see a wide
range here, both in variety of styles and
range of prices.

Parlor and Bed Room Suits

Are something you naturally take pride
in, something you do not buy every
season and you want to be exactly suited
when you invest. Look our line over and
you will be ready to make your selection.

Rattan Rockers

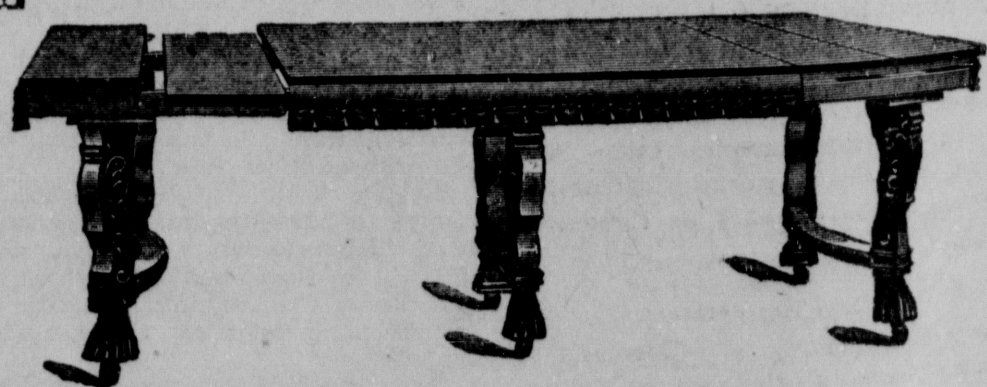
are now in the push again; a rocker
which is always in place whether in the
parlor or on the porch. We show a nice
line of these goods.

Lace Curtains

are now looked after. We have them at
all prices.

If you haven't examined the

Victor Extension Table



you should do so before buying a table. No trouble in
taking out the extra boards or finding a place to put
them. They are always in place. We have the exclusive
sale of this table. See it at

FRANK CROOK'S

The News Review.

LEADING DAILY OF COLUMBIANA COUNTY.

PUBLISHED DAILY EXCEPT SUNDAY BY
THE NEWS REVIEW COMPANY.
HARRY PALMER, Manager and Proprietor.
[Entered as second class matter at the East
Liverpool, O., postoffice.]
TERMS OF SUBSCRIPTION:
(Postage free in United States and Canada.)
One Year in Advance.....\$5 00
Three Months.....1 25
By the Week.....10



UNION PAPERS.
All Union papers of East Liverpool are
known to the various craft and unions of
the city by the printing of the above
Union Label at the head of their columns.



EAST LIVERPOOL, O., TUESDAY, MARCH 29.

REPUBLICAN TICKET.

Marshal,
A. J. JOHNSON.
Solicitor,
M. J. M'GARRY.
Treasurer,
S. T. HERBERT.
Street Commissioner,
ALEX. BRYAN.
Water Works Trustee,
THOS. C. FORSTER.
Cemetery Trustee,
CHAL. PETERSON.
Board of Education,
O. C. VODREY,
W. T. NORRIS,
L. O. WILLIAMS,
HARRY PEACH,
THOMAS FISHER,
GEORGE C. MURPHY,
WALTER B. HILL.
Council,
R. J. MARSHALL,
J. C. CAIN,
A. L. SECKERSON,
GEORGE ASHBAUGH.
Assessor,
WILLIAM NIBLOCK.
J. E. ANDERSON,
JAMES FORD,
NEWTON CROXALL.

TOWNSHIP TICKET.

Justice of the Peace,
J. N. ROSE.
Clerk,
J. N. HANLEY.
Trustee,
THOMAS LLOYD.
Constable,
JAMES A. MILLER.

FOR MAYOR.

[In the Interest of Law, Order and
Clean Government.]

X CHARLES F. BOUGH.

Subject to the Decision of All Good
Citizens, irrespective of Party Affili-
ations.

BE A MISSIONARY.

Don't be satisfied, citizen voter, with
simply casting your ballot for Charles
F. Bough. In the name of God and
clean municipal government, don't let
an opportunity for securing another
vote for Bough pass you by. Be an ac-
tive worker. God will bless you for so
doing. The evilly disposed, the law-
breakers, the very worst enemies to
East Liverpool and her advancement,
from every standpoint, are straining
every nerve in order to elect, if possible,
A. V. Gilbert. They will use every ef-
fort, fair or foul, in this attempt.
"Eternal vigilance is the price of lib-
erty." Become a missionary.

TRUE WOMEN.

True women are a grand power for
good. We have grandly glorious Chris-
tian women in East Liverpool—women
who will face any foe when God and
the right commands them to so do. The
present contest of good against evil de-
mands that these true women shall step
to the front. Drunkenness, lawlessness,
gambling and kindred evils fall with
awful force and horror upon women and
children. Who will take the lead of
this organization? Immediate action
must ensue. Four more days before the
heat of the conflict; the battle of ballots.
Good men and true will step to the front,
taking with them the blessing of mother,
wife and sister. Party prejudices will
be buried for the time being, and Demo-
crat, Republican, Populist and Prohibi-
tionist will unite, in the name of God
and humanity, against the common foe,
and use their franchise, as a glorious
privilege, in favor of law, order, pro-

tection to home and family, and the
blessing of clean and pure government.
In the name of the Master, women of
East Liverpool, urge the hesitating and
halting to cast their votes for Charles
F. Bough and clean and pure citizen-
ship, and thus throw about your children,
your boys and your girls, the strong
wall and protection of the enforcement
of existing laws, forcing illegal liquor
sellers, gamblers and other creatures of
infamy to cease their nefarious prac-
tices in East Liverpool. Organize, or-
ganize, organize, and may God add his
blessing, as he surely will if you but do
your duty.

THAT SLOT MACHINE.

An accursed slot machine was in ac-
tive operation in this city only a short
time since, and the owner and operator
was making money with consummate
ease, at the expense of "suckers,"
young and old. Of course this was
done in open defiance of law, despite
the fact that a prominent official of
East Liverpool, and at least one of the
policemen, knew what was going on.
A young lad, in his early teens, imag-
ined that he was keen, smart and sharp,
and that he could beat the machine and
easily rake in a nice pile of ducats. Of
course he was a "sucker," and he soon
felt the hook cutting into his tender
gills, and he lost snug sums of money
which could illy be spared from the
home circle and purse. Rendered des-
perate by the loss, the mother of the
lad made her appearance before the
prominent official above spoken of, and
threatened arrest and exposure to the
owners and operators of the gambling
machine unless the illegal practice was
put a stop to instant. And this prom-
inent official kindly and courteously re-
quested the illegal gamblers and slot
proprietors to drop their little game for a
few weeks, until the breeze passed away
and threatened exposure would no
longer be feared. This is history. This
is fact. And it occurred in the broad,
open light of the day, in this city of
churches, where very many hundreds
of voters, members of Christian
churches, cast their ballots on election
day. What protection, in the name of
God, is given to the young and rising
generation of East Liverpool, under the
present administration of municipal af-
fairs? "How long, oh Lord, how long"
shall this robbery of widows and or-
phans be carried on in our city, with
shameless officials looking on and wink-
ing at the iniquitous practices?

THE PRESIDENT'S OWN.

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Rattan Rockers

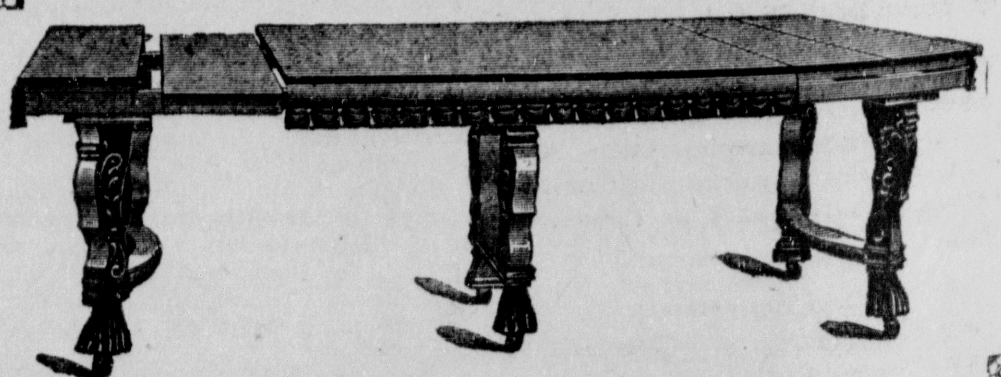
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THEY COMMENDED HIM

In Accepting the Resignation of Rev. A. D. McCulloch

RESOLUTIONS WERE ADOPTED

Which Set Forth the High Regard In Which He Is Held by the Congregation of the Second Presbyterian Church. Another Pastor Will Soon Be Called.

As indicated sometime ago in the NEWS REVIEW, Rev. A. D. McCulloch, pastor of the Second Presbyterian church, tendered his resignation, which will take effect after the next meeting of presbytery, which will take place in about three weeks. A meeting of the congregation was held last evening at which the resignation was accepted, although from the following resolutions, it will be seen that this was very reluctantly done:

WHEREAS, Our pastor, Rev. A. D. McCulloch, has asked this congregation to unite with him in a request to dissolve the pastoral relation in order that he may accept the call recently extended to him by the Long's Run Presbyterian church for his full time, therefore, be it

Resolved, That this congregation express to our beloved pastor this token of our highest regard, assuring him of our love and esteem, fully appreciating his successful efforts in surmounting difficulties and bringing our church up to its present standard of usefulness.

Resolved, That we express to him our thanks for his helpful gospel preaching; for his sympathetic and kindly ministrations during many and diverse circumstances.

Resolved, That, while we deeply feel the loss which we will sustain by reason of his withdrawal from our pastorate, yet, we recognize his inability, in justice to himself, to continue longer his pastoral services to the two charges, and we take this opportunity to freely, yet with reluctance, join with him in his request for a dissolution of the pastoral relation, and congratulate him on his being called to a work more comfortable and less arduous, and we likewise congratulate the Long's Run church on securing a man so eminently worthy their love and esteem.

Resolved, That we shall ever hold the remembrance of Mr. McCulloch, dear to our hearts, and pray that God may continue to bless his labors in the future very abundantly, even as he has done in the past.

Resolved, That it is the desire of the congregation, if Mr. McCulloch be willing, and presbytery consent, that he act as moderator of the session during the time which this church is vacant.

The people of the Second church are hopeful and full of great energy and are getting ready to secure a pastor for his full time. It is intimated that there is enough of sentiment in the congregation now to call a minister whom they have heard and like, but the first thing they will do is to raise all the money they can and then get the preacher.

DAMAGING PROPERTY.

Small Boys Are After the Electric Light Company.

This morning when Trimmer McCoy of the electric light company, was making his rounds he found that the boys had again commenced to cause him trouble.

In Avondale street they had cut a rope and broken a globe while in other places in that part of the city globes were broken. Every effort has been made to catch the offenders, but it seems impossible to obtain a clue.

ELEGANT PIANOS

They Delight Purchasers in Every Particular.


We have reference, of course, to the splendid instruments handled by Smith & Phillips. They are elegant in finish, beautiful in design and full of melody, responsive to the touch of an artist. There are no better instruments manufactured. The prices are reasonable and the terms most favorable. If you want a piano, you will do well to call on Smith & Phillips, Corner Fourth and Washington Streets, East Liverpool.

Witnessed an Operation.

Doctor Lemmon, of Calcutta, left this morning for Pittsburgh, where he went for the purpose of witnessing the removal of an abdominal tumor from Mrs. John Davidson, of Park. Mrs. Davidson entered the hospital some days ago, and it is thought there is an

Boys' vestee suits, a wealth of beautiful effects, at \$1.50, \$2, \$3 and \$4, at ERLANGER'S.

Royal makes the food pure, wholesome and delicious.



ROYAL BAKING POWDER
Absolutely Pure

ROYAL BAKING POWDER CO., NEW YORK.

BRYAN CASE IN COURT

It Is Being Defended by an Insurance Company.

EXPERT TESTIMONY WAS GIVEN

A Large Number of Witnesses Have Been Summoned—Lisbon Saloonist Taken to Cleveland to Answer in the United States Court.

LISBON, March 29.—[Special]—The case of William H. Bryan versus the Burford Bros.' Pottery company is being heard today. The plaintiff claims \$20,000 damages for the loss of an arm. While working at the factory of the defendants, he alleges that he was caught in the machinery and had his arm torn off. The accident, he claims, was due to the fact that the machinery was not sufficiently protected, and for this reason he seeks to recover. Thirty-six witnesses have been subpoenaed.

The Burford Bros. company hold an insurance policy to indemnify them against claims for accident that may have to be paid. The insurance company is represented by Attorney Wilcox, of Cleveland.

C. W. Bray, president of the Beaver Tin Plate company, and Harold Wright, of this place, testified as experts in mechanical engineering, and Doctor Hobbs and Doctor Bailey testified in regard to the injuries. R. M. Hull, district inspector of workshops and factories, will testify this afternoon for Bryan.

C. H. Crook, proprietor of the Crook restaurant, was today taken to Cleveland by a United States marshal to answer in a federal court for selling liquor without a license. Crook pleaded guilty in common pleas court some time ago to selling liquor to a minor.

The case of Jonathan Ward against A. H. Aldrich has been dismissed at plaintiff's cost.

In the case of Margaret O. Clyde versus Mary E. Campbell, a judgment was given on the cross petition of Anna E. Johnson against Margaret and Frank Clyde for \$271.87 and mortgaged premises ordered sold.

The case of Ida O. Bradshaw against Edwin Reddick and the Potters Building and Savings company, has been settled.

In the case of G. P. Ikert and others against H. A. Thompson and others, leave is given the defendant to plead by May 1.

In the case of the J. T. Smith Lumber company versus John Shrader, leave is given the defendant to answer by April 20.

Attend Auctioneer Johnson's Auction tonight, at 7:30 o'clock.

TALKED OF THE FUTURE.

Stockholders of the Specialty Held a Meeting.

The stockholders of the Specialty Glass company met last evening for the purpose of considering plans for the future. It is understood that offers were received from Wellsville, Steubenville and East End parties, each containing inducements.

From a reliable source it is learned that a majority of the stockholders are in favor of winding up the business of the concern.

In the Market.

A sign suspended from the awning of a Second street store reads: "Green Goods For Sale." It attracted much attention and caused many smiles.

Mr. Hard Is Better.

The venerable Mr. Hard, who was injured some time ago, is somewhat improved. He is still confined to his bed.

TO SERVE THE COUNTRY

Should They Be Needed In Time of War.

NATIONAL VOLUNTEER RESERVE

Is Being Formed by Generals of the Rebellion—They Want East Liverpool Represented—Something About the Great Organization.

The veteran generals of the Rebellion who have set out to organize the National Volunteer Reserve, desire that the patriotic men of East Liverpool not only become interested in the movement, but those who are in earnest will sign and forward to them the enlistment blank found in this column.

The NEWS REVIEW is in receipt of a letter signed by Maj. Gen. O. O. Howard, Maj. Gen. A. McD. McCook, Maj. Gen. Daniel E. Sickles, Maj. Gen. J. E. Chamberlain, Maj. Gen. Adelbert Ames, Maj. Gen. James Longstreet, Brig. Gen. T. J. Wood, Brig. Gen. O. B. Wilcox, Brig. Gen. J. G. Wilson, Brig. Gen. J. F. Pierson, Lieut.-Gen. J. M. Schofield. These gentlemen have determined to form the National Volunteer Reserve. The purpose of the organization is to enroll men of proper age and of physical qualifications to bear arms, who sign an enlistment blank, agreeing, in case of foreign war or invasion, to take up arms at the call of the president of the United States or of the governor of the state or territory in which they reside. There would be a central headquarters, which would practically be a clearing house for recruits and enlistments. The original rolls would be transmitted directly to the war or navy department, there to be tabulated and included in the recognized summary of the military and naval forces of the United States.

It is not the object or intention of the organization to interfere in any way with the existing state militia, nor with the authority, nor with the troops under the command of the governor of any commonwealth, but in case of an emergency the names enrolled in any state could be handed to its authorities for organization and enlistment under its own regulations and officers, and it is the purpose to co-operate with and encourage, rather than to conflict, with the national guard. Following is the enlistment blank:

State of..... ss.

City of (town of).....

I....., born in....., in the state of....., aged..... years, now residing at..... in the county of..... and state of....., with postoffice address below stated, by occupation a..... do hereby state and declare, that I am of proper age and believe myself to be physically and otherwise qualified to bear arms; that I am not enlisted in the National Guard or National Reserve of any state or in the army or navy of the United States, but desire that my services shall be available to the United States in the event of war with any foreign power. I do, therefore, enlist in the "National Volunteer Reserve" and ask that my name be enrolled as a member of said organization and I do solemnly undertake and agree, in the event of war between the United States and any foreign power, if called upon by the constituted authorities of the state of..... or of the United States through the lawful channels to enlist as a soldier or sailor in the National Guard or the Naval Reserve of said state or in the army or the navy of the United States for the length of time and upon the terms that may by law be provided, and I do solemnly swear (or affirm) that I will bear true faith and allegiance to the United States, and that I will serve them honestly and faithfully against all their enemies whomsoever.

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Wall Paper.

New patterns coming in daily. Have you seen our line? We bought direct from four of the leading factories and can sell you your paper at less price than our competitors.

1898 PATTERNS.

Never was such a fine line shown in our city as we have to show you.

1897 PATTERNS.

All go at one-half price.

| | | | |
|------------------|--------|-------------------|---------|
| 3c paper at..... | 1c | 15c paper at..... | 7c |
| 5c "..... | 2 1/2c | 20c "..... | 10c |
| 10c "..... | 5c | 25c "..... | 12 1/2c |

No room should be without some decoration with wallpaper at such a low price as the above.

FLOOR OIL CLOTH.

| | | | |
|------------------|----------------|---------------------|--------|
| 1 yard wide..... | 18, 20 and 25c | Table Oilcloth..... | 15c |
| 1 1/2 "..... | 30, 35 and 40c | Shelf "..... | 5c |
| 2 "..... | 35, 45 and 50c | Stair "..... | 6 1/2c |

LINOLEUM.

Elegant line at 75c, 85c and \$1 a yard.


WINDOW SHADES.

Hundreds in stock and all the new lines up to date, with fringe or plain. Window shades at 10, 15 and 25; good oilcloth shades, 35, 40 and 50c.

Come in and see our goods. We have secured extra help and can wait on all.

W. A. HILL,

Leading Wall Paper, Window Shade and Oil Cloth House.



STRONG AGAIN!

WHEN IN DOUBT, TRY

Sexine Pills

They have stood the test of years, and have cured thousands of cases of Nervous Diseases, such as Debility, Dizziness, Sleeplessness and Varicose, Atrophy, &c. They clear the brain, strengthen the circulation, make digestion perfect, and impart a healthy vigor to the whole being. All drains and losses are checked permanently. Unless patients are properly cured, their condition often worries them into Insanity, Consumption or Death. Mailed sealed. Price \$1 per box; 6 boxes, with iron-clad legal guarantee to cure or refund the money, \$5.00. Send for free book. Address, PEAL MEDICINE CO., Cleveland, O.

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East Liverpool agents, W. O. Hamilton, A. H. Bulger, John I. Hodson.

The Connelly Gas Regulator

is metallic throughout, to sliding or rubbing contact of metals, or parts at any point. This eliminates all friction, insures accurate and reliable regulation of pressure and prevents wear. It will hold your gas fires to the exact point you set them at all hours during day or night. Your incandescent burners will give a much better light and the mantles will last twice as long with accurately regulated pressure. All waste of gas due to excessive or variation of pressure is prevented by this regulator, whether used for light or heat, and on all kinds of burners or heating appliances. We can submit hundreds of testimonials in support of every point claimed for this regulator. Catalogue on application.

M. B. ADAM, Agt.,

EAST LIVERPOOL, O.

"Novelty" Machine Works

Model Making, Die Making, General Machine Work and Repairs.

Bicycles: the WINTON BICYCLE,

a first-class bike, at reasonable price. Bicycle repairing a special feature. All work skillfully attended to, with promptness.

REX & DEAN,

127 Fourth Street.

NEW GRAND OPERA HOUSE,

J. A. NORRIS, Manager.

One Solid Week, Commencing

MONDAY, MARCH 28.

One Week, Special Visit of the Character Actor,

THOMAS E. SHEA,

And his Clever Company in a Repertoire of Popular Successes. Monday Night the New American Naval Drama,

The Man-o'-War's Man,

Written expressly for Mr. Shea by Jas. W. Harkins, Jr.

the Arrival of the American Fleet, the Escape from a Russian Prison, the Greatest Naval Play on Record, the Arrival of the American troops to enforce the Monroe Doctrine. Elaborate Special Scenery. All New and Up-to-Date Specialties. Director, Geo. H. Brennan.

REPERTOIRE: Monday night, "The Man-o'-War's Man;" Tuesday night, "Monte Cristo;" Wednesday night, "Dr. Jekyll and Mr. Hyde;" Friday night, to be announced; Saturday night, "The Patrol;" Wednesday and

POPULAR PRICES.

Parents

desiring to send their children to kindergarten, please address

Miss Maud Cassidy,

Riverside Park, West End.

FOR RENT.

FOR RENT—FURNISHED ROOMS IN Store.

THEY COMMENDED HIM

In Accepting the Resignation of Rev. A. D. McCulloch

RESOLUTIONS WERE ADOPTED

Which Set Forth the High Regard In Which He Is Held by the Congregation of the Second Presbyterian Church. another Pastor Will Soon Be Called.

As indicated sometime ago in the NEWS REVIEW, Rev. A. D. McCulloch, pastor of the Second Presbyterian church, tendered his resignation, which will take effect after the next meeting of presbytery, which will take place in about three weeks. A meeting of the congregation was held last evening at which the resignation was accepted, although from the following resolutions, it will be seen that this was very reluctantly done:

WHEREAS, Our pastor, Rev. A. D. McCulloch, has asked this congregation to unite with him in a request to dissolve the pastoral relation in order that he may accept the call recently extended to him by the Long's Run Presbyterian church for his full time, therefore, be it

Resolved, That this congregation express to our beloved pastor this token of our highest regard, assuring him of our love and esteem, fully appreciating his successful efforts in surmounting difficulties and bringing our church up to its present standard of usefulness.

Resolved, That we express to him our thanks for his helpful gospel preaching; for his sympathetic and kindly ministrations during many and diverse circumstances.

Resolved, That, while we deeply feel the loss which we will sustain by reason of his withdrawal from our pastorate, yet, we recognize his inability, in justice to himself, to continue longer his pastoral services to the two charges, and we take this opportunity to freely, yet with reluctance, join with him in his request for a dissolution of the pastoral relation, and congratulate him on his being called to a work more comfortable and less arduous, and we likewise congratulate the Long's Run church on securing a man so eminently worthy their love and esteem.

Resolved, That we shall ever hold the remembrance of Mr. McCulloch, dear to our hearts, and pray that God may continue to bless his labors in the future very abundantly, even as he has done in the past.

Resolved, That it is the desire of the congregation, if Mr. McCulloch be willing, and presbytery consent, that he act as moderator of the session during the time which this church is vacant.

The people of the Second church are hopeful and full of great energy and are getting ready to secure a pastor for his full time. It is intimated that there is enough of sentiment in the congregation now to call a minister whom they have heard and like, but the first thing they will do is to raise all the money they can and then get the preacher.

DAMAGING PROPERTY.

Small Boys Are After the Electric Light Company.

This morning when Trimmer McCoy of the electric light company, was making his rounds he found that the boys had again commenced to cause him trouble.

In Avondale street they had cut a rope and broken a globe while in other places in that part of the city globes were broken. Every effort has been made to catch the offenders, but it seems impossible to obtain a clue.

ELEGANT PIANOS

They Delight Purchasers in Every Particular.

We have reference, of course, to the splendid instruments handled by Smith & Phillips. They are elegant in finish, beautiful in design and full of melody, responsive to the touch of an artist. There are no better instruments manufactured. The prices are reasonable and the terms most favorable. If you want a piano, you will do well to call on Smith & Phillips, Corner Fourth and Washington Streets, East Liverpool.

Witnessed an Operation.

Doctor Lemmon, of Calcutta, left this morning for Pittsburg, where he went for the purpose of witnessing the removal of an abdominal tumor from Mrs. John Davidson, of Park. Mrs. Davidson entered the hospital some days ago, and it is thought there is an

Boys' vestee suits, a wealth of beautiful effects, at \$1.50, \$2, \$3 and \$4, at ERLANGER'S.

Royal makes the food pure, wholesome and delicious.



BRYAN CASE IN COURT

It Is Being Defended by an Insurance Company.

EXPERT TESTIMONY WAS GIVEN

A Large Number of Witnesses Have Been Summoned—Lisbon Saloonist Taken to Cleveland to Answer in the United States Court.

LISBON, March 29.—[Special]—The case of William H. Bryan versus the Burford Bros. Pottery company is being heard today. The plaintiff claims \$20,000 damages for the loss of an arm. While working at the factory of the defendants, he alleges that he was caught in the machinery and had his arm torn off. The accident, he claims, was due to the fact that the machinery was not sufficiently protected, and for this reason he seeks to recover. Thirty-six witnesses have been subpoenaed.

The Burford Bros. company hold an insurance policy to indemnify them against claims for accident that may have to be paid. The insurance company is represented by Attorney Wilcox, of Cleveland.

C. W. Bray, president of the Beaver Tin Plate company, and Harold Wright, of this place, testified as experts in mechanical engineering, and Doctor Hobbs and Doctor Bailey testified in regard to the injuries. R. M. Hull, district inspector of workshops and factories, will testify this afternoon for Bryan.

C. H. Crook, proprietor of the Crook restaurant, was today taken to Cleveland by a United States marshal to answer in a federal court for selling liquor without a license. Crook pleaded guilty in common pleas court some time ago to selling liquor to a minor.

The case of Jonathan Ward against A. H. Aldrich has been dismissed at plaintiff's cost.

In the case of Margaret O. Clyde versus Mary E. Campbell, a judgment was given on the cross petition of Anna E. Johnson against Margaret and Frank Clyde for \$271.87 and mortgaged premises ordered sold.

The case of Ida O. Bradshaw against Edwin Reddick and the Potters Building and Savings company, has been settled.

In the case of G. P. Ikirt and others against H. A. Thompson and others, leave is given the defendant to plead by May 1.

In the case of the J. T. Smith Lumber company versus John Shrader, leave is given the defendant to answer by April 20.

Attend Auctioneer Johnson's Auction tonight, at 7:30 o'clock.

TALKED OF THE FUTURE.

Stockholders of the Specialty Held a Meeting.

The stockholders of the Specialty Glass company met last evening for the purpose of considering plans for the future. It is understood that offers were received from Wellsville, Steubenville and East End parties, each containing inducements.

From a reliable source it is learned that a majority of the stockholders are in favor of winding up the business of the concern.

In the Market.

A sign suspended from the awning of a Second street store reads: "Green Goods For Sale." It attracted much attention and caused many smiles.

Mr. Hard Is Better.

Mr. Hard, who was injured some time ago, is somewhat improved. He is still confined to his bed.

TO SERVE THE COUNTRY

Should They Be Needed In Time of War.

NATIONAL VOLUNTEER RESERVE

Is Being Formed by Generals of the Rebellion—They Want East Liverpool Represented—Something About the Great Organization.

The veteran generals of the Rebellion who have set out to organize the National Volunteer Reserve, desire that the patriotic men of East Liverpool not only become interested in the movement, but those who are in earnest will sign and forward to them the enlistment blank found in this column.

The NEWS REVIEW is in receipt of a letter signed by Maj. Gen. O. O. Howard, Maj. Gen. A. McD. McCook, Maj. Gen. Daniel E. Sickles, Maj. Gen. J. E. Chamberlain, Maj. Gen. Adelbert Ames, Maj. Gen. James Longstreet, Brig. Gen. T. J. Wood, Brig. Gen. O. B. Wilcox, Brig. Gen. J. G. Wilson, Brig. Gen. J. F. Pierson, Lieut.-Gen. J. M. Schofield. These gentlemen have determined to form the National Volunteer Reserve. The purpose of the organization is to enroll men of proper age and of physical qualifications to bear arms, who sign an enlistment blank, agreeing, in case of foreign war or invasion, to take up arms at the call of the president of the United States or of the governor of the state or territory in which they reside. There would be a central headquarters, which would practically be a clearing house for recruits and enlistments. The original rolls would be transmitted directly to the war or navy department, there to be tabulated and included in the recognized summary of the military and naval forces of the United States.

It is not the object or intention of the organization to interfere in any way with the existing state militia, nor with the authority, nor with the troops under the command of the governor of any commonwealth, but in case of an emergency the names enrolled in any state could be handed to its authorities for organization and enlistment under its own regulations and officers, and it is the purpose to co-operate with and encourage, rather than to conflict, with the national guard. Following is the enlistment blank:

State of..... (ss.
City of (town of).....
I....., born in....., in the state of....., aged..... years, now residing at....., in the county of....., and state of....., with postoffice address below stated, by occupation a....., do hereby state and declare, that I am of proper age and believe myself to be physically and otherwise qualified to bear arms; that I am not enlisted in the National Guard or National Reserve of any state or in the army or navy of the United States, but desire that my services shall be available to the United States in the event of war with any foreign power. I do, therefore, enlist in the "National Volunteer Reserve" and ask that my name be enrolled as a member of said organization and I do solemnly undertake and agree, in the event of war between the United States and any foreign power, if called upon by the constituted authorities of the state of....., or of the United States through the lawful channels to enlist as a soldier or sailor in the National Guard or the Naval Reserve of said state or in the army or the navy of the United States for the length of time and upon the terms that may by law be provided, and I do solemnly swear (or affirm) that I will bear true faith and allegiance to the United States, and that I will serve them honestly and faithfully against all their enemies whomsoever.

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The \$50

reward offered for a case of sleeplessness, nervousness, weakness, lame back, loss of vitality, incipient kidney and bladder disorders, that can't be cured by Morrow's Kidneys, the new scientific discovery for shattered nerves, thin blood, will most positively be paid on receipt of reliable evidence. Morrow's Kidneys are prepared in yellow tablets, 50c a box at Druggists, or mailed on receipt of price. HERB MEDICINE CO., Springfield, Ohio, manufacturers of the famous Lightning Hot Drops. Write for testimonials.

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Riverside Park, West End.

FOR RENT.

FOR RENT—FURNISHED ROOMS IN Store.

A PERSONAL CANVASS

Is Contemplated by the Hospital Ladies.

HAVE A FEW CASES TO CITE

Where a Vast Amount of Good Would Have Been Done Had the City Been Blessed With an Institution of This Kind. They Are Ready For Work.

The hospital ladies are seriously considering the subject of making a personal canvass in an effort to have the bond issue carry at the election next Monday.

It is thought the canvass will have the effect of causing many people to vote for the bond issue who have not given the matter any thought and do not know the necessity for such an institution. The women are carefully gathering data to quote to their hearers, and when prepared will have many reasons to give the voters why their favorite plan should pass.

Among the cases they will cite is that of Joseph Lannihan, who was ill in the Farmer block and caused the township trustees a great deal of trouble and expense.

Another case is that of a young lady who came from Matamoras, who was taken ill with typhoid fever, and as she could not receive the proper attention here, she was sent home, where she died a few days later, the physicians admitting it was the moving that caused her death.

The last case is that of a young man who was seized with pneumonia, and had he received the proper treatment there is no doubt he would have been alive today.

Numerous other cases could be quoted but this is enough to carry their point. It is also argued that the city has an unusually large population who make their homes in boarding houses and when they become ill receive no attention.

The ladies are fully aware of the feeling they have to overcome, but it is thought when the votes are counted it will be found the question has carried by a large majority.

They have labored for two years and have succeeded in raising enough money to furnish the hospital, and agree to run it free of cost to the city if the voters will grant them enough money to build it.

On the River.

The river is falling and the marks at the wharf at noon today registered 17 feet. At Cincinnati the river reached the 60 foot mark and is rising two inches an hour. This causes all Cincinnati boats to tie up until the water recedes.

The Kanawha passed down last night; also the Ben Hur.

No packets were up or down today.

The shipment of coal to the south is increasing and during yesterday afternoon and today the following boats passed down with large tows: Tom Lysle, Relief, Jim Wood, Tom Dods-worth, Geo. Sires, Clifton, Monterey, Charles Clark, Volunteer, B. D. Wood, Sam Clark, I. N. Banton, Robert Jenkins, Bertha, John Moren, Valiant, Fannie, Hunter No. 2, J. C. Risher, Voyager and Tornado.

Passed up: Ed. Roberts, Pacific No. 2 and Coal City.

Distributing Ballots.

The election board of this county will meet in Lisbon next Thursday. The only work to be done is the distribution of the ballots for the election which will be held Monday next. About 60,000 ballots are to be sent out.

An exhibition in hats, of all that is new and up to date, is a treat, to which we invite every young man in East Liverpool. At

ERLANGER'S.

Able to Be Out.

J. F. Quick, who was stricken with paralysis some months ago at his home in East Market street, was able to be out yesterday with the aid of crutches.

Quarantined a House.

Sanitary Officer Burgess yesterday afternoon quarantined the house of Thomas York, of Calcutta road. He is ill with diphtheria.

There can be no doubt about it, we are the acknowledged leaders as the hatters of East Liverpool.

ERLANGER'S.

The musicale given in the Christian church, last evening, was well attended, and a goodly amount of money was realized.

NO ACTION ON THE MAINE.

CONTINUED FROM PAGE 2.

"At the top and underneath the bottom they are blown inboard and bent in. About three feet forward of that spot there is a piece of iron laid along the bulkhead. The skin of the inside of the double bottoms is curled like a sheet of paper inboard from stem to stern.

"Amidships, on the same plate, there is an armor plate, one plate complete, the top of the plate standing up."

Testimony of Private Anthony.

Private William Anthony of the United States marine corps, whose calmness at the time of the explosion in reporting to Captain Sigsbee has become the theme of admiration throughout the world, was the next witness. He testified that he had the first watch, from 8 to 12 o'clock, on the night of the explosion. There was drill that day and it was not necessary to open the magazines. In response to questions Private Anthony told his story.

"I was standing on the main deck, just outside the door on the starboard side. I first noticed a trembling and a buckling of the decks, and then this prolonged roar—not a sharp report, but a prolonged roar. The awnings were spread, and where the wing awning and the quarterdeck awning should join there was a space of at least 18 inches. I looked out and saw an immense sheet of flame, and then I started in to warn the captain."

"Did you notice any perceptible list to the ship at the first shock?"

"At the first shock the ship instantly—that is, the quarter deck, where I was standing—dipped forward just like this—that (indicating) and surged forward and then went over to port."

Witness said the unshoot of flame he saw was well forward. It must have been forward of the superstructure. I could see the debris going up with it. I did not know what it was, but I saw fire brands going up."

"Was it on the port or starboard side?"

"It looked more to port than it did to starboard. It looked like it covered the whole ship. It was an immense glare that illuminated the whole heavens for the moment, as much as I could see for the awnings."

"Did you see any water with it?"

"I didn't notice that, sir. I started in the cabin at once."

This closed the brave marine's testimony.

An Anonymous Letter.

Henry Drain, a clerk in the United States consulate, Havana, was examined as to the receipt of an anonymous letter received by the consul general in regard to the explosion of the Maine. Witness produced the letter, the date of which was Feb. 18 of the present year. There was no signature, it being signed "An Admirer." Drain said it seemed to be the document of a fairly well educated man. It was written in Spanish. The translation was produced and was handed to the judge advocate and read by him. The letter was referred to in the record as being marked F, but was not appended.

In response to the question as to whether anything had been done to ascertain the truth of the statements contained in the letter witness said that he had.

He asked General Lee to look into the matter and he did not appear to know what to do, stating he had no secret service money.

A man by the name of Pepe Taco was mentioned in the letter. Witness said he had tried to discover the whereabouts of the man and the one to whom he spoke said the name was a mistake, that the man mentioned had died a few days before the explosion of the Maine, and that the letter referred to a Pepe Barquin, that he also had died suddenly about two or three days after the explosion of the Maine. Witness declared his informant was Mr. Charles Carbonnel, an American citizen.

More of Powelson Testimony.

Ensign Powelson was recalled on Feb. 25 and showed the plans of the Maine from which he had identified the bottom plates that were blown up through the upper deck. The finding of these plates on top of the wreck clear above water was among the first and most important points of evidence clearly disproving the possibility of an internal explosion.

After minutely describing the bottom plates, with their green coating of paint and the other marks by which they were identified, Powelson stated that they must have been blown up 38 or 39 feet to reach their present position.

Beside the bottom plates, Powelson found some pipes from the bottom compartment lodged in the angle of the bottom plates that protruded above the water. The berth deck of this bottom compartment was also on top of the wreck and 20 feet forward of the plates, while this section of the main deck had disappeared. The diver, who had been working for Powelson on this investigation informed him he had found the ammunition for the 6-inch magazine pushed over to the starboard side.

Ensign Powelson was recalled on the eleventh day and described the reports made to him by the divers, which were afterward directly testified to before the board. March 5, testified Powelson, "I sent Olsen down the piece of keel, the vertical keel, to make further explorations in the region of the 10 inch magazine. He went down to where the keel became horizontal, at frame 23, walked after about 25 feet and climbed over a lot of wreckage consisting of plates and bulkheads standing upright. The upper ends of these plates were ragged, and he crawled over them to what he thought was part of a boiler. He could not give definite details, but he thought it was a boiler. A little after this he walked out to port, clear of the ship into the mud. He was at this time forward of the break of the ship, at frame 41. Returning about ten feet in he found wreckage. He examined this plate and found it surged as if it were a part of the ship. It pointed toward the starboard bow, but it was so dark he could not distinguish the color. All the edges of the plating were rough. The compartment seemed to be about 2 1/2 or 3 feet wide. Forward from this point he found a 6-inch tank. It was intact and was sent up. It proved to be a full tank. He found a lot of broken tanks split up on the seams and in one tank at the cover, which has holes in it. He found a lot of mud, which was brought up, and which looked like dissolved powder. There was any quantity of similar mud in the same place. The mud around the tanks was black, that of the harbor was grey."

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An Unknown Witness.

A witness was introduced whose name was suppressed by agreement between him and the court. He had to talk through an interpreter. This witness was crossing, about 7:30 on the morning of the 15th, from Havana to Reglas on a ferryboat. He was sitting near three Spanish officers, two of the army, one of the navy, and a citizen. They were talking about the Maine.

One of the army officers said: "That is nearly arranged."

The citizen asked if making explosions in the bay would not endanger Havana. The officer said: "No." It was arranged so that it would simply explode, open the vessel and she would sink immediately. The other man joyfully exclaimed: "I will take plenty of beer on that occasion." Some one came by and they suddenly stopped the conversation. They had said it was a shame she (the Maine) should be in the bay, and they would blow her up anyhow.

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Mr. Catlin said he visited the sentries twice every night, once before and once after midnight, while in the harbor at Havana, and always found them vigilant and attending to business.

He was sitting in his room at the time of the explosion. He heard a dull sound, a loud concussion and felt the shaking of the ship. The lights went out and he went on deck and as he did so the whole heavens were full of sparks. There was no flame, and he felt but one shock.

Opinion of Expert Converse.

Commander G. A. Converse of the navy, summoned as a witness, testified he had made a study of the nature and effects of explosives. The largest quantity of explosives he had ever seen used consisted of a torpedo containing 300 pounds of gunpowder and 200 pounds of dynamite, all in separate cases, 100 pounds in each case, securely lashed together. Being shown a blue print of the forward magazine and shell room of the Maine and asked if one or more of those should explode or partially explode it would lift the forward part of the ship partly out of water, he replied that he did not think it would.

After a long description of the effect of torpedoes, he was asked what his experience was in the case of the explosion of a submarine mine, as to what became of the mine. He replied that they are almost invariably ruptured and lost, blown up, and pieces of them are rarely found. His experience did not allow him to remember a case where he saw any considerable pieces remaining from a submarine mine or its iron case after its explosion. On one or two occasions small fragments of castiron thrown into a boat indicated complete demolition of the case containing the explosive.

When asked if a submarine mine exploded under the bottom of a ship and containing enough explosives to completely destroy that part of the ship would be similarly demolished, he replied that the violent explosive would cut a hole in the ship, blowing out the part that was cut in small fragments. Being shown sketches of the forward magazines, and asked if their explosion or partial explosion would leave the bottom of the Maine in the condition it was in as shown by the sketches, he stated that the distortion of the keel of the Maine was too far forward and too remote from the magazines to have been caused by their explosion.

He was of the opinion that the bending of the plates on the bottom of the Maine could be produced by the explosion of a submarine mine containing a large amount of the lower explosive—gun powder or similar—not in contact with the ship, but some distance below it, perhaps on the bottom. Continuing, he said, he had never in his experience seen any interior explosion that was possible to produce the effect upon the Maine.

"Do you think that necessarily there must have been an under water mine to produce these explosions?"

"Indications are that under-water explosion produced the conditions there," was the reply with further statement regarding the impossibility in his opinion of an internal explosion, causing the Maine's wreck. His testimony was closed.

Gunner's Mate Carl Rundquist, one of the divers, said he went down in the after-part of the 10-inch magazine and found a lot of empty 10-inch powder tanks—dozens of them, with pieces blown in all directions. They did not look as if they had been exploded by a charge inside. It looked as if a high pressure from the outside had opened them up. The ragged edges of the ship were bent inboard. The bottom of the ship was all blown up. Found a hole in the bottom of the ship. Looked as if it was blown up from the outside, "because no explosive from the inside could make a hole like that; the pieces of armor plates also showed they were blown from the outside from the way they were bent."

Rundquist, being recalled, testified to the progress of his exploration. He went down March 1, on the port side, and found the berth deck sloping aft to starboard. There was coal several feet deep just forward of the crane; none of it had been blown out of the ship on that side. He also found a ten-inch tank and powder bags, which he sent up. He also found a bunch of wires, "about 50 of them in a bunch." In the afternoon he went down in the same place and followed the armor plate and found the break where the armor plate extended. Here he found a long string of heavy wire 15 feet long. Asked as to the condition of the backing of the armor he replied:

"The end was all twisted and torn and ragged edges, and then they all looked and pointed inboard. I also examined the upper part of the backing and found the inside corner gone."

The Chaplain's Story.

Chaplain John Chidwick of the Maine was in his room on board the night of the explosion. He said:

"After trying to cheer up the men who were crying out in the water for help, I was ordered by Lieutenant Jungen to go into a boat, which I did. He rowed around the ship and picked up one man. Then, at the orders of the captain, we pulled for the City of Washington."

Asked how many shocks he felt, witness said he remembered only one.

Naval Constructor J. B. Hoover described the various parts of the ship by number of frame and section. Summed up, it was that the bottom plates of the ship at the point of explosion had turned over. The six-inch magazine was just below these pieces of the deck as they originally stood.

Gunner's Mate Smith's testimony was similar to that of Gunner Morgan.

DENOUNCED SPAIN.

Senator Money Tells of Cuban Horrors. Thinks We Should Force an End to the Fighting.

WASHINGTON, March 29.—Senator Money, of Mississippi, has added his testimony to that of Senators Proctor, Gallinger and Thurston regarding the condition of affairs in Cuba.

Mr. Money said that the task he had set himself was perhaps one of supererogation, as Mr. Proctor, Mr. Gallinger and Mr. Thurston had already presented to the senate the conditions in Cuba as they had seen them. Their statements were concise, brilliant and eloquent, and while he did not hope to add much to the information they had furnished, he felt it his duty to speak and to speak now.

Mr. Money said that he was willing to go to any extent to feed the starving, clothe the naked and relieve the sick upon the unhappy island, but he was satisfied no definite results could be obtained by the employment of such means alone. He said he was certain that while Weyler was a willing instrument, he was in fact only an instrument in the hands of a higher power—a power that had deliberately determined upon a plan of starvation and extermination. That frightful and inhuman scheme had originated in the brain of Canovas, the all-powerful prime minister of Spain who preceded Sagasta.

"That plan of reconcentration and starvation and death," declared Mr. Money, was deliberately planned with the definite and distinct purpose in view of destroying a population that Spain cannot control—a people in whose breasts the desire for liberty is as strongly instilled as it was in the breasts of our forefathers.

After discussing the situation in Cuba among the reconcentrados as he found it, Mr. Money declared that much time had been wasted in efforts to bring about peace on the island through autonomy and through diplomatic agencies.

"Such negotiations are not, perhaps, imbecile," said he, "but their inutility ought to suggest itself to the commonest mind." He declared that independence and independence alone would satisfy the Cubans. "As long as the yellow flag of Spain salutes the sky over the afflicted island," Mr. Money believed "the Cubans would die to a man rather than accept anything less than an independence."

Mr. Money said there was but one remedy, and that such action by the United States as would bring the war in Cuba to an end. He thought we should make decisive demands upon Spain for the cessation of hostilities in Cuba, as we stand responsible to history for our action now. If such action should bring war, let war come. "Any sort of war is better," said he, "than a rotting peace." In the present condition of this country a tempest is needed to clear the atmosphere, and he was firm in the belief that an honorable war with Spain would be, from many points of view, a desirable consummation of our present difficulty.

Mr. Money referred briefly to the message of the president and to the Maine disaster and then declared that it was not becoming in congress to await the slow processes of diplomacy. He had confidence in the American congress. He did not desire to offer factions opposition to the administration's policy, but for one he would not abdicate his right to act for himself and those whom he represented. "This government," said he, "will do nothing to tarnish the brilliant lustre of its past. While we do not and shall not ask for the approval of other nations we will always command their respect. If any power great or small should interfere with us we shall still stand undaunted. I despair of peaceful negotiations and now have a contempt for them."

IMPORTANT CONFERENCE.

General Woodford and the Spanish Authorities Again Meet.

MADRID, March 29.—United States Minister Woodford had an important conference last night with Senor Gullon, the foreign minister, and communicated to him an extract from the report of the American board of inquiry into the Maine disaster.

To-day General Woodford will confer with the premier, Senor Sagasta, and Senors Gullon and Mont, the foreign and colonial ministers.

The latest election returns show that 192 Ministerialists, 46 Conservatives, 7 Romerists, 15 Republicans and 3 Carlists have been elected.

Advices from Havana show that four Autonomists and two Conservatives have been returned.

The four principal diamond mines of the Kimberly district employ about 8,000 persons. From 2,000,000 to 3,000,000 carats are turned out each year, and up to 1892 ten tons of diamonds, valued at £60,000,000, had come from these mines.

The Coliseum at Rome was built by Vespasian to accommodate 100,000 spectators. It covers five and one-half acres and was 120 feet high.

HE NEWS REVIEW PRESS.

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We Print Everything

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WE AIM TO DO CAREFUL, CORRECT PRINTING; TO MAKE SOMETHING ATTRACTIVE.

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Book Work.

No matter what the size or class of job, with our facilities we can compete with the world in quality of work and price.

Our Type.

Customers may have the benefit of a large assortment of borders, ornaments, initials, etc. Every new face of type patented always finds room in our job department. None but first-class printers are employed, which means the best possible results obtainable from the material.

Our Presses.

The "Century" Pony for high grade book and half tone work (finest machine manufactured). Improved Gordons for commercial work, and a large Babcock for poster printing; presided over by a pressman late in charge of the finest presses in one of the largest printing houses in the world.

In a Nut Shell

High Wages,

Fine Equipment,

Artistic Workmen.

Tells the Story.

HE NEWS REVIEW PRESS.

A PERSONAL CANVASS

Is Contemplated by the Hospital Ladies.

HAVE A FEW CASES TO CITE

Where a Vast Amount of Good Would Have Been Done Had the City Been Blessed With an Institution of This Kind. They Are Ready For Work.

The hospital ladies are seriously considering the subject of making a personal canvass in an effort to have the bond issue carry at the election next Monday.

It is thought the canvass will have the effect of causing many people to vote for the bond issue who have not given the matter any thought and do not know the necessity for such an institution. The women are carefully gathering data to quote to their hearers, and when prepared will have many reasons to give the voters why their favorite plan should pass.

Among the cases they will cite is that of Joseph Lannihan, who was ill in the Farmer block and caused the township trustees a great deal of trouble and expense.

Another case is that of a young lady who came from Matamoras, who was taken ill with typhoid fever, and as she could not receive the proper attention here, she was sent home, where she died a few days later, the physicians admitting it was the moving that caused her death.

The last case is that of a young man who was seized with pneumonia, and had he received the proper treatment there is no doubt he would have been alive today.

Numerous other cases could be quoted but this is enough to carry their point. It is also argued that the city has an unusually large population who make their homes in boarding houses and when they become ill receive no attention.

The ladies are fully aware of the feeling they have to overcome, but it is thought when the votes are counted it will be found the question has carried by a large majority.

They have labored for two years and have succeeded in raising enough money to furnish the hospital, and agree to run it free of cost to the city if the voters will grant them enough money to build it.

On the River.

The river is falling and the marks at the wharf at noon today registered 17 feet. At Cincinnati the river reached the 60 foot mark and is rising two inches an hour. This causes all Cincinnati boats to tie up until the water recedes.

The Kanawha passed down last night; also the Ben Hur.

No packets were up or down today.

The shipment of coal to the south is increasing and during yesterday afternoon and today the following boats passed down with large tows: Tom Lysle, Relief, Jim Wood, Tom Dods-worth, Geo. Sires, Clifton, Monterey, Charles Clark, Volunteer, B. D. Wood, Sam Clark, I. N. Banton, Robert Jenkins, Bertha, John Moren, Valiant, Fallie, Hunter No. 2, J. C. Risher, Voyager and Tornado.

Passed up: Ed. Roberts, Pacific No. 2 and Coal City.

Distributing Ballots.

The election board of this county will meet in Lisbon next Thursday. The only work to be done is the distribution of the ballots for the election which will be held Monday next. About 60,000 ballots are to be sent out.

An exhibition in hats, of all that is new and up to date, is a treat, to which we invite every young man in East Liverpool. At

ERLANGER'S.

Able to Be Out.

J. F. Quick, who was stricken with paralysis some months ago at his home in East Market street, was able to be out yesterday with the aid of crutches.

Quarantined a House.

Sanitary Officer Burgess yesterday afternoon quarantined the house of Thomas York, of Calcutta road. He is ill with diphtheria.

There can be no doubt about it, we are the acknowledged leaders as the hatters of East Liverpool.

ERLANGER'S.

The musicale given in the Christian church, last evening, was well attended, and a goodly amount of money was realized.

NO ACTION ON THE MAINE.

CONTINUED FROM PAGE 2.

"At the top and underneath the bottom they are bled inboard and bent in. About three feet forward of that spot there is a piece of iron laid along the bulkhead. The skin of the inside of the double bottoms is curled like a sheet of paper inboard from stem to stern.

"Amidships, on the same place, there is an armor plate, one plate complete, the top of the plate standing up."

Testimony of Private Anthony.

Private William Anthony of the United States marine corps, whose calmness at the time of the explosion in reporting to Captain Sigsbee has become the theme of admiration throughout the world, was the next witness. He testified that he had the first watch, from 8 to 12 o'clock, on the night of the explosion. There was drill that day and it was not necessary to open the magazines. In response to questions Private Anthony told his story.

"I was standing on the main deck, just outside the door on the starboard side. I first noticed a trembling and a buckling of the decks, and then this prolonged roar—not a sharp report, but a prolonged roar. The awnings were spread, and where the wing awning and the quarterdeck awning should join there was a space of at least 18 inches. I looked out and saw an immense sheet of flame, and then I started in to warn the captain."

"Did you notice any perceptible list to the ship at the first shock?"

"At the first shock the ship instantly—that is, the quarter deck, where I was standing—dipped forward just like this—that (indicating) and surged forward and then went over to port."

Witness said the upshoot of flame he saw was well forward. It must have been forward of the superstructure. I could see the debris going up with it. I did not know what it was, but I saw fire brands going up."

"Was it on the port or starboard side?"

"It looked more to port than it did to starboard. It looked like it covered the whole ship. It was an immense glare that illuminated the whole heavens for the moment, as much as I could see for the awnings."

"Did you see any water with it?"

"I didn't notice that, sir. I started in the cabin at once."

This closed the brave marine's testimony.

An Anonymous Letter.

Henry Drain, a clerk in the United States consulate, Havana, was examined as to the receipt of an anonymous letter received by the consul general in regard to the explosion of the Maine. Witness produced the letter, the date of which was Feb. 18 of the present year. There was no signature, it being signed "An Admirer." Drain said it seemed to be the document of a fairly well educated man. It was written in Spanish. The translation was produced and was handed to the judge advocate and read by him. The letter was referred to in the record as being marked F, but was not appended.

In response to the question as to whether anything had been done to ascertain the truth of the statements contained in the letter witness said that he had.

He asked General Lee to look into the matter and he did not appear to know what to do, stating he had no secret service money.

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Mr. Money said that the task he had set himself was perhaps one of supererogation, as Mr. Proctor, Mr. Gallinger and Mr. Thurston had already presented to the senate the conditions in Cuba as they had seen them. Their statements were concise, brilliant and eloquent, and while he did not hope to add much to the information they had furnished, he felt it his duty to speak and to speak now.

Mr. Money said that he was willing to go to any extent to feed the starving, clothe the naked and relieve the sick upon the unhappy island, but he was satisfied no definite results could be obtained by the employment of such means alone. He said he was certain that while Weyler was a willing instrument, he was in fact only an instrument in the hands of a higher power—a power that had deliberately determined upon a plan of starvation and extermination. That frightful and inhuman scheme had originated in the brain of Canovas, the all-powerful prime minister of Spain who preceded Sagasta.

"That plan of reconcentration and starvation and death," declared Mr. Money, was deliberately planned with the definite and distinct purpose in view of destroying a population that Spain cannot control—a people in whose breasts the desire for liberty is as strongly instilled as it was in the breasts of our forefathers.

After discussing the situation in Cuba among the reconcentrados as he found it, Mr. Money declared that much time had been wasted in efforts to bring about peace on the island through autonomy and through diplomatic agencies.

"Such negotiations are not, perhaps, imbecile," said he, "but their utility ought to suggest itself to the commonest mind." He declared that independence and independence alone would satisfy the Cubans. "As long as the yellow flag of Spain salutes the sky over the afflicted island," Mr. Money believed "the Cubans would die to a man rather than accept anything less than an independence."

Mr. Money said there was but one remedy, and that such action by the United States as would bring the war in Cuba to an end. He thought we should make decisive demands upon Spain for the cessation of hostilities in Cuba, as we stand responsible to history for our action now. If such action should bring war, let war come. "Any sort of war is better," said he, "than a rotting peace." In the present condition of this country a tempest is needed to clear the atmosphere, and he was firm in the belief that an honorable war with Spain would be, from many points of view, a desirable consummation of our present difficulty.

Mr. Money referred briefly to the message of the president and to the Maine disaster and then declared that it was not becoming in congress to await the slow processes of diplomacy. He had confidence in the American congress. He did not desire to offer factious opposition to the administration's policy, but for one he would not abdicate his right to act for himself and those whom he represented. "This government," said he, "will do nothing to tarnish the brilliant lustre of its past. While we do not and shall not ask for the approval of other nations we will always command their respect. If any power great or small should interfere with us we shall still stand undaunted. I despair of peaceful negotiations and now have a contempt for them."

IMPORTANT CONFERENCE.

General Woodford and the Spanish Authorities Again Meet.

MADRID, March 29.—United States Minister Woodford had an important conference last night with Senor Gullon, the foreign minister, and communicated to him an extract from the report of the American board of inquiry into the Maine disaster.

To-day General Woodford will confer with the premier, Senor Sagasta, and Senors Gullon and Mont, the foreign and colonial ministers.

The latest election returns show that 192 Ministerialists, 46 Conservatives, 7 Romerists, 15 Republicans and 3 Carlists have been elected.

Advices from Havana show that four Autonomists and two Conservatives have been returned.

The four principal diamond mines of the Kimberly district employ about 8,000 persons. From 2,000,000 to 3,000,000 carats are turned out each year, and up to 1892 ten tons of diamonds, valued at £60,000,000, had come from these mines.

The Coliseum at Rome was built by Vespasian to accommodate 100,000 spectators. It covers five and one-half acres and was 120 feet high.

HE NEWS REVIEW PRESS.

Finest Print Shop IN EASTERN OHIO

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OUR WORK EMBRACES CARDS, LETTER HEADS, INVOICE SHEETS, INVITATIONS, FOLDERS, CIRCULARS, BILLS, &c.

Book Work.

No matter what the size or class of job, with our facilities we can compete with the world in quality of work and price.

Our Type.

Customers may have the benefit of a large assortment of borders, ornaments, initials, etc. Every new face of type patented always finds room in our job department. None but first-class printers are employed, which means the best possible results obtainable from the material.

Our Presses.

The "Century" Pony for high grade book and half tone work (finest machine manufactured). Improved Gordons for commercial work, and a large Babcock for poster printing; presided over by a pressman late in charge of the finest presses in one of the largest printing houses in the world.

In a Nut Shell

High Wages, Fine Equipment, Artistic Workmen.

Tells the Story.

HE NEWS REVIEW PRESS.

SIX MONTHS IN CANTON

Was the Sentence Imposed on Frank Stevens.

HAD BEEN ABUSING HIS MOTHER

He Had Nothing to Say When Taken Before Mayor Gilbert, but Seemed Much Ashamed of His Brutal Action—Taken to the Works This Morning.

Frank Stevens, who was arrested Sunday upon the complaint of his mother was, yesterday afternoon, sentenced in police court to a term of six months in the Canton workhouse. He was taken to that place today, and as the sentence is not one in lieu of fine and costs he will remain there until the specified time has expired.

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GOOD WORDS FOR CAREY.

His Old Manager Thinks He Will Make His Mark.

Denny Long, who last season managed the Reading team, the club with which George Carey finished the season, has the following to say:

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Doc Howard will leave tomorrow to join the Cuban Giants at New York. They will open their season Saturday at Newark.

A PACKED HOUSE

Cheered the Shea Company at the Grand Last Night.

It is needless to state that the Thomas E. Shea company last evening at the Grand were greeted by a packed house. "The Man o' Wars Man" was presented in a splendid manner, and the curtain calls were very numerous. The stage settings were beautiful, and the battle in the last act between the El Scorpion and New Orleans brought forth an outburst of applause seldom heard in the house. The play is admirably adapted to the present time. The play will be repeated this evening.

At a Meeting of the Board.

Prof. Rayman left yesterday afternoon to attend a meeting of the board of trustees of Wooster university at Wooster. The meeting was held today and Mr. Rayman will return home this evening. Doctor Lee, who is also a member of the board, went to Wooster yesterday morning.

Not in EAST LIVERPOOL can you find a better selection of neckwear, hats and fancy shirts, than at

ERLANGER'S.

IN TWO MONTHS

Will the Memorial Chapel Be Completed.

Contractor Floto, of the memorial chapel, returned to Steubenville last evening after spending the day superintending the work at Riverview. This has been going on for several days, and much progress is being made.

Mr. Floto said the chapel would be completed within two months at the farthest.

SPECIAL MEETING

Of Trades and Labor Council will be held tomorrow (Wednesday) evening, at City Hall, at 8 o'clock. Business of special importance. J. J. WEISEND, President.

Goodwin Let a Contract.

The contract for the stone work and excavating of the new pottery to be erected in Wellsville by John S. Goodwin was let yesterday afternoon to Robert T. Abrams, of this city. The contract was given to the lowest bidder. Work will be commenced at once.

SPAIN'S MAINE REPORT.

The Document Enroute to Washington Declares the Vessel Was Destroyed From the Inside.

WASHINGTON, March 29.—A full synopsis of the report of the Spanish naval commission which investigated the destruction of the battleship Maine is here given. It is taken from a copy of the original report, which is now on its way here from Havana, the synopsis being cabled in the meantime and being placed in the hands of this government. The conclusions reached are directly opposite to those in the report of the court of inquiry submitted to congress. The synopsis is as follows:

The evidence of witnesses comparatively close to the Maine at the moment is to the effect that only one explosion occurred; that no column of water was thrown into the air; that no shock to the side of the nearest vessel was felt, nor on land was any vibration noticed, and that no dead fish were found.

The divers were unable to examine the bottom of the Maine, which was buried in the mud, but a careful examination of the sides of the vessel's rents and breaks, in which all point outward, shows without a doubt that the explosion was from the inside.

A minute examination of the bottom of the harbor around the vessel shows absolutely no sign of the action of a torpedo.

The report makes clear that owing to the special nature of the proceedings followed and the absolute respect shown for the extra-territorial status of the Maine the commission has been prevented from making such an examination of the inside of the vessel as would determine even the hypothesis, the internal origin of the accident. This is to be attributed to the regrettable refusal to permit of the necessary co-operation of the Spanish commission, both with the commander and crew of the Maine and the different American officials commissioned to investigate the causes of the accident and later on with those employed in salvage work.

The report finishes by stating that the examination of the inside and outside of the Maine, as soon as such examination may be possible, as also of the bottom where the vessel rests, will prove that, supposing the remains (of the wreck) not to be totally or partially altered in the process of extraction, the explosion was undoubtedly due to some interior cause.

GERMANY WILL NOT INTERFERE.

Not Inclined to Even Offer Mediation. Berlin Newspaper Opinions.

BERLIN, March 29.—A high official of the German foreign office said to a correspondent here:

Germany will joyfully greet any step to improve Spanish-American relations, but this interest does not go so far as to induce Germany to participate in offering mediation. Moreover, there is no indication that America is inclined to suffer such mediation, nor on what basis.

The Vossische Zeitung says: The most dangerous is the second demand, namely, under the cloak of humanitarianism, to aim at direct interference in Cuba. The Washington government in that goes beyond the limits. Spain can make concessions without humiliation and loss of dignity, but if America insists upon these demands, swords will fly out of their scabbards.

The Tagblatt remarks:

The American jingoes underrate the injuries which a war will bring upon America.

The Boersen Courier says:

With an earnest desire that an understanding may be reached, even without mediation, diplomatic circles still count this as being the best solution, so long as neither one nor the other has taken the irredeemable step.

The Berliner Post, in its contents, says: President McKinley will doubtless do everything to avert war, but popular sentiment may decide to the contrary.

NOTHING BUT INDEPENDENCE.

Rubens Says It Is Useless to Offer Cuba Anything Else.

NEW YORK, March 29.—"The United States may make arrangements with Spain, but the Cubans will never consent to an armistice, or any other plan but independence," said Horatio S. Rubens, counsel for the Cuban junta. "The Cubans would be thankful for the interest shown by this country, but would have to respectfully decline all such propositions. It is an absolute loss of time for the United States to entertain any negotiations of the kind with Spain."

"By an armistice Spain would save \$10,000,000 a month for six months. The Spaniards know that the Cubans would not enter into an armistice, and they desire the United States to offer the plan that their refusal may remove the sympathy and support of the American people."

SAMPSON'S FLEET INCREASED.

The Cincinnati and Wilmington Join the Squadron at Key West.

KEY WEST, March 29.—The big naval fleet has received an important addition in the arrival of the cruiser Cincinnati and the gunboats Wilmington and Castine, which were at Port Antonio, Jamaica, when last heard from. The Cincinnati and Castine comprised the recent South Atlantic squadron, and were called home several weeks ago.

These vessels are believed to be in excellent condition for active service, and will be retained at Key West for the present. Owing to great speed, the Cincinnati probably will be added to the "flying squadron," in case it is deemed advisable to enlarge that fleet.

Gage Don't Intend to Resign.

WASHINGTON, March 29.—There is no truth in the report that Secretary Gage has resigned or has any intention of resigning. In the course of a conversation the secretary said that there was perfect unity in the cabinet on the Cuban question.

To Make Army Blankets.

CLEVELAND, March 29.—The Cleveland Rubber Works company have received instructions by the government work on a big order for the combination of rubber ponchos, a combination cape and blanket used in the army.



Many men fool with sickness just as a bear fools around a trap. A man doesn't like to own up that he is ill. He says "O, it amounts to nothing. I shall be all right to-morrow." But he isn't all right to-morrow; nor the next day. Pretty soon the trap snaps to; and he has some serious disease fastened on him.

The only sensible course is to keep away from the trap, and not allow sickness to get any hold on you. It is a frightful mistake to trifle with indigestion and bilious troubles in the belief that they will cure themselves. On the contrary they drag the whole system down with them.

When the appetite and digestion are irregular it shows that the machinery of the body is out of order and is not doing its proper work; the blood-circulation is poorly supplied and is being gradually debased by bilious poisons.

The proper alternative for this condition is Dr. Pierce's Golden Medical Discovery. It acts directly upon the digestive functions and the liver; and enables the blood-making glands to supply an abundance of pure blood, rich with the nutritious vital elements which build up healthy flesh and enduring strength.

In all impoverished and run-down conditions the "Discovery" is far better than malt "extracts" or nauseating "emulsions." It creates genuine permanent strength. It does not make flabby fat but solid muscle. It's a perfect tonic for corpulent people.

A full account of its properties and marvelous effects in many so-called "hopeless" cases, verified by the patients' own signatures, is given in one chapter of Doctor Pierce's thousand-page illustrated book, "The People's Common Sense Medical Adviser." This splendid volume will be sent free on receipt of 21 one-cent stamps to pay mailing cost only. Address, Dr. R. V. Pierce, 603 Main Street, Buffalo, N. Y. For a cloth-bound copy send 31 stamps.

"Having suffered for several years with indigestion," writes Samuel Walker, Esq., of Parkersburg, Chester County, Pa., "I concluded to try your valuable 'Golden Medical Discovery.' After taking five bottles I was entirely cured. I also suffered from bladder trouble, which was also cured by the 'Discovery.' I feel like a new man."

DONE SO QUIETLY.

East Liverpool People Are Surprised—Like a Ray of Sunshine to Many a Home.

It comes like a ray of sunshine. Makes the old folks happy. And the young folks joyful. Takes the load off the back. It is all done so quietly. No fuss about it. What is it?

Why, Doan's Kidney Pills! The little Kidney Wonder-Workers. What will they do?

Read what a citizen says:

Mrs. A. Searight, No. 152 High street, East End, says: "I had a severe attack of kidney disease over a year ago which confined me to my bed for about three months. It affected my entire system, and while I was able to be about I never got completely rid of it. I suffered almost constantly with a dull, heavy pain across the loins; if I sat for any length of time, or did anything that brought me into a stooping position and attempted to rise, there would be a sharp shooting pain in the small of my back that felt as if a knife or other sharp instrument had pierced me. I could not sleep when I went to bed, expecting to get rest. I was often robbed of it by nervousness and pain in my back. I have risen unrefreshed and more tired and worn out than I was when I retired. I had taken so much medicine without being cured that I was discouraged. I belong to the Daughters of Liberty and the Maccabees and notified them to drop me, but they refused to do so; this made me more determined than ever to get well, as I did not want to be a burden to them. Doan's Kidney Pills presented themselves in the form of a newspaper account. I got some at the W. & W. Pharmacy. They proved to be the proper remedy for me. Their mild and gentle influence gradually reduced the pain in my back and strengthened the weakness. All the symptoms having disappeared, I rested well at night and gained in strength and weight every day. Of course I can recommend Doan's Kidney Pills; it would not be right to refuse to, for the benefit of other sufferers."

Doan's Kidney Pills are for sale by all dealers. Price 50 cents. Mailed by Foster-Milburn Co., Buffalo, N. Y., sole agents for the United States. Remember the name, Doan's and take no other.

MADE ME A MAN

ALL NERVOUS DISEASES—Failing Memory, Impotency, Sleeplessness, etc., caused by Abuse or other Excesses and Indiscretions. They quickly and surely restore Lost Vitality in old or young, and fit a man for study, business or marriage. Prevent Insanity and Consumption. Live written guarantee to effect a cure. In each case or refund the money. 50 CENTS per package; or six packages (full treatment) for \$2.50. By mail, in plain wrapper, upon receipt of price (Circular free). AJAX REMEDY CO., 75 Dearborn St., Chicago, Ill.

For sale in East Liverpool, Ohio, by John I. Hodson and the W. & W. Pharmacy.

Another Nuisance.

It was the first time he was being married, and he was naturally a little nervous and upset, but he managed to say "Yes" all right and to keep time to Mendelssohn, sailing down the aisle, and to sign his name in the register without making more than a dozen blots.

He thought then that it was finished, but when they got to the church door they found it was raining.

"Confound it!" he cried, putting up his umbrella. "Another nuisance now!" And then, though he cannot guess why, the people around all laughed, and his mother-in-law bridled and his wife refused to speak—Pick Ma Up.

Very Close Indeed.

"This gentleman," said the phrenologist at the open air performance, "is a close observer—a very close observer."

"So much so," continued the phrenologist, "that I don't exceedingly if he would have been a close observer, we charged any admission fee."—New York Journal.

See! See!! See!!! What?

SEE what REUBEN H. KEMPF, Concert Piano Tuner; Organist and Director of Boy Choir Episcopal Church, Ann Arbor, Mich.; Musical Director Athen Theater; Graduate of Stuttgart Conservatory, Germany, says of

MR. L. H. CLEMENT:

Having carefully examined the Clifford piano, I am pleased to state that I find the same an excellent instrument. Among its chief points are depth, richness and volume of tone and duration of sound, combined with clearness and perfect evenness throughout the entire scale. Regarding the inner mysteries of piano construction as judged from a practical tuner's standpoint, it is equal in every detail to the best. I consider the Clifford piano entitled to rank among our first-class pianos. Yours truly, REUBEN H. KEMPF.

We also sell F. W. BAUMER Co., Sole Agts, the Ludwig Piano. Ikirt Bldg., East Liverpool.

WANTED.

WANTED—TRANSFERRERS—MUST BE first class in every respect. A steady position and good wages to experienced parties. For further information apply to the undersigned at Thompson House on Thursday, March 31, during the afternoon and evening. Geo. E. Shropshire.

WANTED—GIRL FOR HOUSEWORK. Must be experienced. Good wages paid. Inquire Mrs. J. E. McDonald, Thompson Place.

WANTED—THREE OR FOUR ROOMS for light housekeeping. Must be centrally located. Inquire at this office at once.

FOR SALE.

FOR SALE—A 4-ROOMED HOUSE, WITH lot 40x100, on Lincoln avenue. Price, \$2,350. Apply to J. P. Hanlon, 315 Lincoln avenue.

FOR SALE—A SMALL FARM OF 25 acres. Frame house. Has a fine young peach orchard, apple trees, cherry trees and small fruits. Rich soil and nicely located 1½ miles from end of street car line in West Virginia. Price \$1,000. Inquire at 176 Fifth street.

FOR RENT.

FOR RENT—THE STORE ROOM CORNER Fourth and Market streets now occupied by E. Zink. Possession given April 1. Inquire of C. C. Thompson.

FOUND.

FOUND—BUNCH OF KEYS AND CHAIN. Owner can have same by calling at News Review and paying for this notice.

BARGAINS IN PROPERTY.

House and lot near West End school house. A double frame house, slate roof, three rooms on each side and water at the door. A rare chance to buy a cheap home.

House and lot on Sixth street, 1½ blocks west of Diamond; 50x130, with double brick house and store room in front, and small house in rear.

Two acres of land near West End school house, fronting about 300 feet on Fairview and Lisbon streets; a great bargain for anyone wishing to buy out town lots and build tenement houses. Price, \$1,000. Terms easy.

A. E. MCLEAN,

208 Sixth Street

Watch this space each week.

I Don't Speculate On Other People's Property.

They fix the price—my pay is a small commission, which does not affect the selling price. Hence, you can deal through me as profitably as with the owner, sometimes more so. Therefore, if you wish to buy a house or lot, it may pay you to consult my list, which includes properties in all parts of the city.

Elijah W. Hill, J. P.,

Corner Washington and Broadway.

Money to Loan

IN ANY SUM FROM

\$100 TO \$10,000,

on easy payment and low rate of interest. Full particulars at the

POTTERS' BUILDING & SAVINGS COMPANY

Corner Fifth and Washington Streets.

Dr. J. N. VODREY

DENTIST,

Room 4, Porter Building,

DIAMOND.

V. H. MOWLS. LODGE RIDDLE

MOWLS & RIDDLE,

ATTORNEYS

AT LAW,

HUSTON BLOCK. LISBON, OHIO

ROBERT HAGUE,

Painter and Paper Hanger.

A first-class Artist. Test his merits. Give him a call at his shop.

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Cleveland & Pittsburgh Div. Pennsylvania Lines.

Schedule of Passenger Trains—Central Time

| Westward. | 3:35 3:37 3:39 3:41 3:59 | AM | PM | PM | AM | PM |
|-----------------|--------------------------|-------|-------|-------|-------|-------|
| Pittsburgh | lv | 15:45 | 11:30 | 14:30 | 11:00 | 17:30 |
| Rochester | " | 6:40 | 2:15 | 6:25 | 11:50 | 8:17 |
| Beaver | " | 6:45 | 2:20 | 6:30 | 11:55 | 8:24 |
| Vanport | " | 6:50 | 2:25 | 6:35 | 12:00 | 8:29 |
| Industry | " | 7:00 | 2:35 | 6:45 | 12:10 | 8:41 |
| Cooks Ferry | " | 7:03 | 2:38 | 6:48 | 12:13 | 8:44 |
| Smiths Ferry | " | 7:11 | 2:46 | 6:56 | 12:20 | 8:54 |
| East Liverpool | " | 7:20 | 2:49 | 7:04 | 12:30 | 9:05 |
| Wellsville | ar | 7:33 | 3:00 | 7:16 | 12:40 | 9:15 |
| Wellsville | lv | 7:42 | 3:05 | 7:25 | 12:45 | |
| Wellsville Shop | " | 7:46 | 3:09 | 7:29 | 12:50 | |
| Yellow Creek | " | 7:52 | 3:15 | 7:35 | 12:55 | |
| Hammondsville | " | 8:00 | 3:22 | 7:43 | 1:03 | |
| Irondale | " | 8:04 | 3:26 | 7:47 | 1:06 | |
| Salineville | " | 8:19 | 3:38 | 7:58 | 1:17 | |
| Bayard | " | 8:27 | 3:46 | 8:06 | 1:25 | |
| Alliance | lv | 9:30 | 4:33 | 8:09 | 1:30 | |
| Ravenna | " | 10:05 | 4:38 | 8:14 | 1:35 | |
| Hudson | " | 10:40 | 5:06 | 8:30 | 1:40 | |
| Cleveland | ar | 11:02 | 5:25 | 8:30 | 1:40 | |
| Wellsville | lv | 7:47 | 3:10 | 6:55 | 12:55 | 11:02 |
| Wellsville Shop | " | 7:52 | 3:15 | 6:58 | 12:59 | 11:05 |
| Yellow Creek | " | 7:57 | 3:18 | 7:04 | 1:05 | 11:10 |
| Port Homer | " | 8:03 | 3:23 | 7:09 | 1:09 | |
| Empire | " | 8:10 | 3:28 | 7:14 | 1:11 | 21 |
| Elliottsville | " | 8:17 | 3:33 | 7:18 | 1:13 | 25 |
| Toronto | " | 8:21 | 3:37 | 7:22 | 1:17 | 28 |
| Costonia | " | 8:28 | 3:43 | 7:30 | 1:23 | |
| Steubenville | ar | 8:44 | 4:00 | 7:45 | 1:45 | |
| Mingo Je | " | 8:51 | 4:07 | 7:53 | 1:51 | 43 |
| Brilliant | " | 8:58 | 4:10 | 7:58 | 1:54 | |
| Rush Run | " | 9:07 | 4:22 | 8:05 | 2:04 | 12 |
| Portland | " | 9:14 | 4:33 | 8:15 | 2:10 | 16 |
| Yorkville | " | 9:19 | 4:38 | 8:20 | 2:17 | 20 |
| Martins Ferry | " | 9:32 | 4:50 | 8:28 | 2:22 | 28 |
| Bridgeport | " | 9:40 | 5:10 | 8:35 | 2:38 | 35 |
| Bellaire | ar | 9:50 | 5:20 | 8:45 | 2:45 | 45 |
| Eastward. | 3:40 3:42 3:44 3:46 3:48 | AM | PM | PM | AM | PM |
| Bellaire | lv | 14:45 | 19:00 | 14:45 | 19:00 | 12:45 |
| Bridgeport | " | 4:53 | 9:09 | 4:53 | 9:09 | 1:10 |
| Martins Ferry | " | 5:01 | 9:15 | 5:01 | 9:15 | 1:16 |
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| Toronto | " | 6:00 | 10:10 | 6:00 | 10:10 | 2:00 |
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| Yellow Creek | " | 6:25 | 10:40 | 6:25 | 10:40 | 2:22 |
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| Wellsville | lv | 7:42 | 3:10 | 7:42 | 3:10 | 3:05 |
| Wellsville Shop | " | 7:46 | 3:14 | 7:46 | 3:14 | 3:09 |
| Yellow Creek | " | 7:52 | 3:18 | 7:52 | 3:18 | 3:13 |
| Hammondsville | " | 8:00 | 3:22 | 8:00 | 3:22 | 3:17 |
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| Salineville | " | 8:19 | 3:38 | 8:19 | 3:38 | 3:36 |
| Bayard | " | 8:27 | 3:46 | 8:27 | 3:46 | 3:44 |
| Alliance | lv | 9:30 | 4:33 | 9:30 | 4:33 | 3:47 |

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"Last year's great favorite, George Carey, will not be with us this season, and, in respect to this man, all I have to say is that when Louisville paid \$500 for him they made a most excellent investment. With due deference to the many first-class first basemen in the National league, I sincerely believe that Carey is the superior of them all. His work here was simply grand and his hitting timely, hard and scientific. But what I admire most of all in him is the fact that he always tries to win. Louisville is indeed to be complimented in securing such a valuable man."

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A PACKED HOUSE

Cheered the Shea Company at the Grand Last Night.

It is needless to state that the Thomas E. Shea company last evening at the Grand were greeted by a packed house. "The Man 'o Wars Man" was presented in a splendid manner, and the curtain calls were very numerous. The stage settings were beautiful, and the battle in the last act between the El Scorpion and New Orleans brought forth an outburst of applause seldom heard in the house. The play is admirably adapted to the present time. The play will be repeated this evening.

At a Meeting of the Board.

Prof. Rayman left yesterday afternoon to attend a meeting of the board of trustees of Wooster university at Wooster. The meeting was held today and Mr. Rayman will return home this evening. Doctor Lee, who is also a member of the board, went to Wooster yesterday morning.

Not in EAST LIVERPOOL can you find a better selection of neckwear, hats and fancy shirts, than at

ERLANGER'S.

IN TWO MONTHS

Will the Memorial Chapel Be Completed.

Contractor Floto, of the memorial chapel, returned to Steubenville last evening after spending the day superintending the work at Riverview. This has been going on for several days, and much progress is being made.

Mr. Floto said the chapel would be completed within two months at the farthest.

SPECIAL MEETING

Of Trades and Labor Council will be held tomorrow (Wednesday) evening, at City Hall, at 8 o'clock. Business of special importance. J. J. WEISEND, President.

Goodwin Let a Contract.

The contract for the stone work and excavating of the new pottery to be erected in Wellsville by John S. Goodwin was let yesterday afternoon to Robert T. Abrams, of this city. The contract was given to the lowest bidder. Work will be commenced at once.

SPAIN'S MAINE REPORT.

The Document Enroute to Washington Declares the Vessel Was Destroyed From the Inside.

WASHINGTON, March 29.—A full synopsis of the report of the Spanish naval commission which investigated the destruction of the battleship Maine is here given. It is taken from a copy of the original report, which is now on its way here from Havana, the synopsis being cabled in the meantime and being placed in the hands of this government. The conclusions reached are directly opposite to those in the report of the court of inquiry submitted to congress. The synopsis is as follows:

The evidence of witnesses comparatively close to the Maine at the moment is to the effect that only one explosion occurred; that no column of water was thrown into the air; that no shock to the side of the nearest vessel was felt, nor on land was any vibration noticed, and that no dead fish were found.

The divers were unable to examine the bottom of the Maine, which was buried in the mud, but a careful examination of the sides of the vessel's rents and breaks, in which all point outward, shows without a doubt that the explosion was from the inside.

A minute examination of the bottom of the harbor around the vessel shows absolutely no sign of the action of a torpedo.

The report makes clear that owing to the special nature of the proceedings followed and the absolute respect shown for the commission has been prevented from making such an examination of the inside of the vessel as would determine even the hypothesis, the internal origin of the accident. This is to be attributed to the regrettable refusal to permit of the necessary co-operation of the Spanish commission, both with the commander and crew of the Maine and the different American officials commissioned to investigate the causes of the accident and later on with those employed in salvage work.

The report finishes by stating that the examination of the inside and outside of the Maine, as soon as such examination may be possible, as also of the bottom where the vessel rests, will prove that, supposing the remains (of the wreck) not to be totally or partially altered in the process of extraction, the explosion was undoubtedly due to some interior cause.

GERMANY WILL NOT INTERFERE.

Not Inclined to Even Offer Mediation. Berlin Newspaper Opinions.

BERLIN, March 29.—A high official of the German foreign office said to a correspondent here:

Germany will joyfully greet any step to improve Spanish-American relations, but this interest does not go so far as to induce Germany to participate in offering mediation. Moreover, there is no indication that America is inclined to suffer such mediation, nor on what basis.

The Vossische Zeitung says: The most dangerous is the second demand, namely, under the cloak of humanitarianism, to aim at direct interference in Cuba. The Washington government in that goes beyond the limits. Spain can make concessions without humiliation and loss of dignity, but if America insists upon these demands, swords will fly out of their scabbards.

The Tageblatt remarks: The American jingoes underrate the injuries which a war will bring upon America.

The Boersen Courier says:

With an earnest desire that an understanding may be reached, even without mediation, diplomatic circles still count this as being the best solution, so long as neither one nor the other has taken the irredeemable step.

The Berliner Post, in its contents, says: President McKinley will doubtless do everything to avert war, but popular sentiment may decide to the contrary.

NOTHING BUT INDEPENDENCE.

Rubens Says It Is Useless to Offer Cuba Anything Else.

NEW YORK, March 29.—"The United States may make arrangements with Spain, but the Cubans will never consent to an armistice, or any other plan but independence," said Horatio S. Rubens, counsel for the Cuban junta. "The Cubans would be thankful for the interest shown by this country, but would have to respectfully decline all such propositions. It is an absolute loss of time for the United States to entertain any negotiations of the kind with Spain."

"By an armistice Spain would save \$10,000,000 a month for six months. The Spaniards know that the Cubans would not enter into an armistice, and they desire the United States to offer the plan that their refusal may remove the sympathy and support of the American people."

SAMPSON'S FLEET INCREASED.

The Cincinnati and Wilmington Join the Squadron at Key West.

KEY WEST, March 29.—The big naval fleet has received an important addition in the arrival of the cruiser Cincinnati and the gunboats Wilmington and Castine, which were at Port Antonio, Jamaica, when last heard from. The Cincinnati and Castine comprised the recent South Atlantic squadron, and were called home several weeks ago.

These vessels are believed to be in excellent condition for active service, and will be retained at Key West for the present. Owing to great speed, the Cincinnati probably will be added to the "flying squadron," in case it is deemed advisable to enlarge that fleet.

Gage Don't Intend to Resign.

WASHINGTON, March 29.—There is no truth in the report that Secretary Gage has resigned or has any intention of resigning. In the course of a conversation the secretary said that there was perfect unity in the cabinet on the Cuban question.

To Make Army Blankets.

CLEVELAND, March 29.—The Cleveland Rubber Works company have received instructions from the government work on a big order for the combination rubber ponchos, a combination cape and blanket used in the army.



Many men fool with sickness just as a bear fools around a trap. A man doesn't like to own up that he is ill. He says "O, it amounts to nothing. I shall be all right to-morrow." But he isn't all right to-morrow; nor the next day. Pretty soon the trap snaps to; and he has some serious disease fastened on him.

The only sensible course is to keep away from the trap, and not allow sickness to get any hold on you. It is a frightful mistake to trifle with indigestion and bilious troubles in the belief that they will cure themselves. On the contrary they drag the whole system down with them.

When the appetite and digestion are irregular it shows that the machinery of the body is out of order and is not doing its proper work; the blood-circulation is poorly supplied and is being gradually debased by bilious poisons.

The proper alternative for this condition is Dr. Pierce's Golden Medical Discovery. It acts directly upon the digestive functions and the liver; and enables the blood-making glands to supply an abundance of pure blood, rich with the nutritious vital elements which build up healthy flesh and enduring strength.

In all impoverished and run-down conditions the "Discovery" is far better than malt "extracts" or nauseating "emulsions." It creates genuine permanent strength. It does not make flabby fat but solid muscle. It is a perfect tonic for corpulent people.

A full account of its properties and marvelous effects in many so-called "hopeless" cases, verified by the patients' own signatures, is given in one chapter of Doctor Pierce's thousand-page illustrated book, "The People's Common Sense Medical Adviser." This splendid volume will be sent free on receipt of 21 one-cent stamps to pay mailing-cost only. Address, Dr. R. V. Pierce, 603 Main Street, Buffalo, N. Y. For a cloth-bound copy send 31 stamps.

"Having suffered for several years with indigestion," writes Samuel Walker, Esq., of Parkersburg, Chester County, Pa., "I concluded to try your valuable 'Golden Medical Discovery.' After taking five bottles I was entirely cured. I also suffered from bladder trouble, which was also cured by the 'Discovery.' I feel like a new man."

DONE SO QUIETLY.

East Liverpool People Are Surprised—Like a Ray of Sunshine to Many a Home.

It comes like a ray of sunshine. Makes the old folks happy. And the young folks joyful. Takes the load off the back. It is all done so quietly.

No fuss about it. What is it? Why, Doan's Kidney Pills! The little Kidney Wonder-Workers. What will they do? Read what a citizen says:

Mrs. A. Searight, No. 152 High street, East End, says: "I had a severe attack of kidney disease over a year ago which confined me to my bed for about three months. It affected my entire system, and while I was able to be about I never got completely rid of it. I suffered almost constantly with a dull, heavy pain across the loins; if I sat for any length of time, or did anything that brought me into a stooping position and attempted to rise, there would be a sharp shooting pain in the small of my back that felt as if a knife or other sharp instrument had pierced me. I could not sleep when I went to bed, expecting to get rest. I was often robbed of it by nervousness and pain in my back. I have risen unrefreshed and more tired and worn out than I was when I retired. I had taken so much medicine without being cured that I was discouraged. I belong to the Daughters of Liberty and the Maccabees and notified them to drop me, but they refused to do so; this made me more determined than ever to get well, as I did not want to be a burden to them. Doan's Kidney Pills presented themselves in the form of a newspaper account. I got some at the W. & W. Pharmacy. They proved to be the proper remedy for me. Their mild and gentle influence gradually reduced the pain in my back and strengthened the weakness. All the symptoms having disappeared, I rested well at night and gained in strength and weight every day. Of course I can recommend Doan's Kidney Pills; it would not be right to refuse to, for the benefit of other sufferers."

Doan's Kidney Pills are for sale by all dealers. Price 50 cents. Mailed by Foster-Milburn Co., Buffalo, N. Y., sole agents for the United States. Remember the name, Doan's and take no other.

MADE ME A MAN

AJAX TABLETS POSITIVELY CURE ALL Nervous Diseases—Failing Memory, Impotency, Sleeplessness, etc., caused by Abuse or other Excesses and Indiscretions. They quickly and surely restore Lost Vitality in old or young, and fit a man for study, business or marriage. Prevent Insanity and Consumption if taken in time. Their use shows immediate improvement and effects a CURE where all other fail. Insist upon having the genuine Ajax Tablets. They have cured thousands and will cure you. We give positive written guarantee to effect a cure. We give such case or refund the money. Price 25¢ per package; or six packages (full treatment) for \$2.50. By mail, in plain wrapper, upon receipt of price (Circular free). **AJAX REMEDY CO., 19 Dearborn St., Chicago, Ill.**

For sale in East Liverpool, Ohio, by John I. Hodson and the W. & W. Pharmacy.

Another Nuisance.

It was the first time he was being married, and he was naturally a little nervous and upset, but he managed to say "Y-s" all right and to keep time to Mendelssohn, sailing down the aisle, and to sign his name in the register without making more than a dozen blots.

He thought then that it was finished, but when they got to the church door they found it was raining.

"Confound it!" he cried, putting up his umbrella. "Another nuisance now!"

And then, though he cannot guess why, the people around all laughed, and his mother-in-law bridled and his wife refused to speak.—Pick Me Up

Very Close Indeed.

"This gentleman," said the phrenologist at the open air performance, "is a close observer—a very close observer."

"So much so," continued the phrenologist, "that I don't exceedingly if he were here in a close company, he would charge any admission fee."—New York Journal.

See! See!! See!!! What?

SEE what REUBEN H. KEMPE, Concert Piano Tuner; Organist and Director of Boy Choir Episcopal Church, Ann Arbor, Mich.; Musical Director, Athen Theater; Graduate of Stuttgart Conservatory, Germany, says of

MR. L. H. CLEMENT:

Having carefully examined the Clifford piano, I am pleased to state that I find the same an excellent instrument. Among its chief points are depth, richness and volume of tone and duration of sound, combined with clearness and perfect evenness throughout the entire scale. Regarding the inner mysteries of piano construction as judged from a practical tuner's standpoint, it is equal in every detail to the best. I consider the Clifford piano entitled to rank among our first-class pianos.

Yours truly,

REUBEN H. KEMPE.

We also sell **F. W. BAUMER Co., Sole Agts,** the Ludwig Piano. Ikirt Blk., East Liverpool.

WANTED.

WANTED—TRANSFERRERS—MUST BE first class in every respect. A steady position and good wages to experienced parties. For further information apply to the undersigned at Thompson House on Thursday, March 31, during the afternoon and evening. Geo. E. Shropshire.

WANTED—GIRL FOR HOUSEWORK. Must be experienced. Good wages paid. Inquire Mrs. J. E. McDonald, Thompson Place.

WANTED—THREE OR FOUR ROOMS for light housekeeping. Must be centrally located. Inquire at this office at once.

FOR SALE.

FOR SALE—A 4-ROOMED HOUSE, WITH lot 40x100, on Lincoln avenue. Price, \$2,350. Apply to J. P. Hanlon, 315 Lincoln avenue.

FOR SALE—A SMALL FARM OF 25 acres. Frame House. Has a fine young peach orchard, apple trees, cherry trees and small fruits. Rich soil and nicely located 1 1/2 miles from end of street car line in West Virginia. Price \$1,000. Inquire at 176 Fifth street.

FOR RENT.

FOR RENT—THE STORE ROOM COR- ner Fourth and Market streets now occupied by E. Zink. Possession given April 1. Inquire of C. C. Thompson.

FOUND.

FOUND—BUNCH OF KEYS AND CHAIN. Owner can have same by calling at NEWS REVIEW and paying for this notice.

BARGAINS IN PROPERTY.

House and lot near West End school house. A double frame house, slate roof, three rooms on each side and water at the door. A rare chance to buy a cheap home.

House and lot on Sixth street, 1 1/2 blocks west of Diamond; 50x130, with double brick house and store room in front, and small house in rear.

Two acres of land near West End school house, fronting about 300 feet on Fairview and Lisbon streets; a great bargain for anyone wishing to buy out town lots and build tenement houses. Price, \$1,000. Terms easy.

A. E. MCLEAN,

208 Sixth Street

Watch this space each week.

I Don't Speculate On Other People's Property.

They fix the price—my pay is a small commission, which does not affect the selling price. Hence, you can deal through me as profitably as with the owner, sometimes more so. Therefore, if you wish to buy a house or lot, it may pay you to consult my list, which includes properties in all parts of the city.

Elijah W. Hill, J. P.,

Corner Washington and Broadway.

Money to Loan

IN ANY SUM FROM

\$100 TO \$10,000,

on easy payment and low rate of interest. Full particulars at the **POTTERS' BUILDING & SAVINGS COMPANY** Corner Fifth and Washington Streets.

Dr. J. N. VODREY

DENTIST,

Room 4, Porter Building, **DIAMOND.**

V. H. MOWLS.

LODGE RIDDLE

MOWLS & RIDDLE, ATTORNEYS AT LAW,

HUSTON BLOCK,

LISBON, OHIO

ROBERT HAGUE, Painter and Paper Hanger.

A first-class Artist. Test his merits. Give him a call at his shop. 207 Third st. P. O. Box 328.

Cleveland & Pittsburgh Div. Pennsylvania Lines.

Schedule of Passenger Trains—Central Time

| Westward. | 335 | 337 | 339 | 341 | 359 |
|-----------------|-----|-------|-------|-------|-------|
| | AM | PM | PM | PM | AM |
| Pittsburgh | iv | 15 45 | 11 30 | 14 30 | 11 00 |
| Rochester | " | 6 40 | 2 15 | 5 25 | 11 50 |
| Beaver | " | 6 45 | 2 20 | 5 30 | 11 55 |
| Vanport | " | 6 50 | " | 5 35 | 11 58 |
| Industry | " | 7 00 | " | 5 50 | 12 10 |
| Cooks Ferry | " | 7 03 | " | 5 53 | 12 13 |
| Smiths Ferry | " | 7 11 | 2 40 | 5 59 | 12 20 |
| East Liverpool | " | 7 20 | 2 49 | 6 06 | 12 30 |
| Wellsville | ar | 7 33 | 3 00 | 6 28 | 12 40 |
| Wellsville | iv | 7 42 | 3 05 | " | 12 45 |
| Wellsville Shop | " | 7 46 | " | " | 12 50 |
| Yellow Creek | " | 7 52 | " | " | 12 55 |
| Hammondsville | " | 8 00 | " | " | 1 03 |
| Irontdale | " | 8 04 | 3 22 | " | 1 06 |
| Sallenville | " | 8 19 | 3 38 | " | 1 27 |
| Bayard | " | 8 30 | 3 49 | " | 1 38 |
| Alliance | ar | 10 05 | 4 38 | " | 3 35 |
| Ravenna | iv | 10 40 | 5 05 | " | 4 10 |
| Hudson | " | 11 02 | 5 25 | " | 4 30 |
| Cleveland | ar | 12 10 | 6 25 | " | 4 30 |
| Wellsville | iv | 7 47 | 3 10 | 6 55 | 1 58 |
| Wellsville Shop | " | 7 52 | 3 13 | 6 58 | 1 59 |
| Yellow Creek | " | 7 57 | 3 18 | 7 04 | 1 59 |
| Port Homer | " | 8 03 | 3 23 | 7 09 | 1 59 |
| Empire | " | 8 10 | 3 28 | 7 14 | 1 59 |
| Elliottsville | " | 8 17 | 3 33 | 7 18 | 2 01 |
| Toronto | " | 8 21 | 3 37 | 7 21 | 2 01 |
| Costonia | " | 8 28 | 3 43 | 7 30 | 2 01 |
| Steubenville | ar | 8 44 | 4 00 | 7 45 | 2 01 |
| Mingo Je | iv | 8 51 | 4 07 | 7 53 | 2 01 |
| Brilliant | " | 8 58 | 4 20 | 8 00 | 2 01 |
| Rush Run | " | 9 07 | 4 32 | 8 09 | 2 01 |
| Portland | " | 9 14 | 4 39 | 8 15 | 2 01 |
| Yorkville | " | 9 19 | 4 46 | 8 20 | 2 01 |
| Martins Ferry | " | 9 32 | 5 02 | 8 28 | 2 01 |
| Bridgeport | " | 9 40 | 5 10 | 8 35 | 2 01 |
| Beilair | ar | 9 50 | 5 20 | 8 45 | 2 01 |
| Eastward. | 340 | 336 | 338 | 340 | 342 |
| | AM | AM | PM | PM | PM |
| Beilair | iv | 14 45 | 19 00 | " | 19 00 |
| Bridgeport | " | 4 57 | 3 03 | " | 19 05 |
| Martins Ferry | " | 5 01 | 9 15 | " | 19 10 |
| Yorkville | " | 5 10 | " | " | 19 17 |
| Portland | " | 5 15 | 9 28 | " | 19 22 |
| Rush Run | " | 5 20 | 9 33 | " | 19 27 |
| Brilliant | " | 5 28 | 9 41 | " | 19 34 |
| Mingo Je | " | 5 35 | 9 48 | " | 19 41 |
| Steubenville | ar | 5 44 | 9 58 | " | 19 50 |
| Costonia | iv | 6 05 | 10 10 | " | 19 55 |
| Toronto | " | 6 07 | 10 15 | " | 19 57 |
| Elliottsville | " | 6 11 | 10 20 | " | 19 59 |
| Empire | " | 6 13 | 10 30 | " | 2 00 |
| Port Homer | " | 6 20 | 10 35 | " | 2 01 |
| Yellow Creek | " | 6 25 | 10 40 | " | 2 01 |
| Wellsville Shop | " | 6 31 | 10 45 | " | 2 01 |
| Wellsville | ar | 6 36 | 10 50 | " | 2 01 |
| Wellsville | iv | 7 42 | " | " | 3 05 |
| Wellsville Shop | " | 7 46 | " | " | 3 10 |
| Yellow Creek | " | 7 52 | " | " | 3 15 |
| Hammondsville | " | 8 00 | " | " | 3 22 |
| Irontdale | " | 8 04 | 3 22 | " | 3 27 |
| Sallenville | " | 8 19 | 3 38 | " | 3 48 |
| Bayard | " | 8 30 | 3 49 | " | 3 59 |
| Alliance | ar | 9 30 | " | " | 4 33 |
| Ravenna | iv | 10 05 | " | " | 5 08 |
| Hudson | " | 10 40 | " | " | 5 33 |
| Cleveland | ar | 12 10 | " | " | 6 25 |
| Wellsville | iv | 6 45 | 11 00 | " | 6 51 |
| East Liverpool | " | 6 57 | 11 10 | " | 7 00 |
| Smiths Ferry | " | 7 07 | 11 20 | " | 7 08 |
| Cooks Ferry | " | 7 20 | 11 26 | " | 7 20 |
| Industry | " | 7 25 | 11 31 | " | 7 22 |
| Vanport | " | 7 34 | 11 40 | " | 7 30 |
| Beaver | " | 7 40 | 11 45 | " | 7 36 |
| Rochester | " | 7 50 | 11 50 | " | 7 42 |
| Pittsburgh | ar | 8 50 | 12 40 | " | 8 30 |

Pullman Sleeping Cars are run on Nos. 341 and 342, and

TO THE ADVERTISERS.

The Evening News Review has the largest bonafide PAID daily circulation of any paper published in East Liverpool, and the largest circulation in Wellsville of any daily paper published in East Liverpool. Keen witted and wide awake business men and advertisers will make note of these facts.

HARRY PALMER,
Owner and Manager.

TO BUSINESS MEN.

The combination prices of the NEWS REVIEW, advertisement in paper and bills from said advertisement, are cheaper than any other daily paper in the city, while the workmanship, material and inks made use of are incomparably superior to those of would-be competitors. Test the matter. We will prove the truth of our assertion.

LOCAL BREVITIES.

Myra Steinfeld, of Wheeling, is visiting friends in the city.

A very pleasant dance was given last evening at Turner hall.

Miss Gertie Bostock last evening entertained friends at her home in Norton street.

Four persons professed sanctification yesterday at the class meeting at the First M. E. church.

Jess Fernue and family, of Tiffin, have moved to this place and are residing in California hollow.

The infant child of Mr. and Mrs. Frank Pittenger died last evening at their home in Lincoln avenue.

Louis Kane, who has been ill at his home in Second street for some time with diphtheria, is now able to be out.

James Martin, who was compelled to vacate his home in Chester on account of the high water, replaced his effects yesterday.

The rear wheel of a delivery wagon came off last evening in Fifth street. It caused the driver a great deal of inconvenience, but did no damage.

The interior of Turner hall has been newly papered and painted and presents a handsome appearance. A new curtain for the stage will be purchased.

The messenger boys at the telegraph office are now wearing the regulation caps, as are worn in other cities. The caps are blue with red and gold trimmings.

Manager John B. Hoefgen, of the street railway company, arrived in the city yesterday afternoon. He has been in the east some days attending to private business.

Several small washouts occurred during the night on the Ft. Wayne road between Rochester and Jack's Run. The track gangs were soon at work and no delay was occasioned.

Anthony Moncham has taken a position as kiln hand at the Goodwin pottery. He comes from Kokomo and his family and effects will arrive in the city next week.

A very pleasant party was held last evening at the home of Mrs. R. W. Irwin, in commemoration of her sixtieth anniversary. She was the recipient of many handsome presents.

The street force are today filling holes in the Calcutta road caused by the recent heavy rains. The force will be busy for several days in the suburban districts, but will spend Saturday cleaning the principal streets.

Two movings were shipped from this city yesterday and none were received. The effects of Geo. L. Matheny were sent to Martin's ferry, and those owned by J. L. Apple, of Market street, were sent to Pittsburgh.

At noon today at the Hotel Grand corner two young men engaged in a fight. They were separated by a spectator, despite the vigorous protestations of another party, who desired to see the boys end their quarrel.

The damage suit of W. H. Bryan against Burford Bros. is being heard in Lisbon today. The following persons left this place, being summoned as witnesses: John Scott, Robert Hall, Monroe Patterson, Doctor Hobbs and Doctor Bailey.

Chief Johnson last evening received a notice from Detective Lazarus, of Beaver county, asking him to keep a lookout for some goods stolen from Rochester last week. The description of the goods is given and a reward of \$50 is offered for their return.

Considerable freight was sent from the depot yesterday, and during the day nearly 20 cars were loaded. The outbound train left at 10 o'clock this morning, and the outlook for a large business was good. Receipts are very good, and considerable freight is being received from the east.

D.M. OGILVIE & Co.

NEW SHIRT WAISTS

Shirt waist making is reduced to a fine art. The style, the fit, the finish and most of all the price of these fresh lots, leaves little to be desired by the wearers of waists, but possession. Calico waists, detachable collars, in pink, blue, green and heliotrope, 50c. Madras, gingham and percale shirt waists at \$1, \$1.25, \$1.50 and \$2.00 each. Other priced shirt waists at 60c, 75c. and 89c. Better look them over before the best things are picked up.

SEPARATE SKIRTS

As long as shirt waists remain popular, just so long will separate skirts be in demand. We have the best assortment we have ever shown. Black brocade skirts at \$3, \$4 and \$5 each. Plaid \$8.9c and \$1.98 each. Other priced black brocade skirts at \$3, \$4 and \$5 each. Plain Mohair skirts, \$3, \$5 and \$7.50. Tucked mohair skirts \$5 each. Silk skirts at \$5, \$7.50 and \$10. Crepon Skirts, excellent values, at \$7.50, \$10 and \$12.50 each. Bayadere, striped silk and crepon skirts at \$12.50.

TAILOR MADE SUITS.

More new ones this morning. Our stock is more complete at present than any time this season. Prices \$7.50, \$10, \$11.50, \$12.50, \$15, \$17.50, \$19, \$20 and \$22.50. We change the suits and guarantee a perfect fit free of charge.

PICTURE FRAMES. Special 50 Frames.

White enamel with trimmed corners, 25c each. These will not last long judging by the way they are selling. Other priced photo frames, for 1 photo, 50c each; for two photos, 40 and 60c each; for 3 photos, 75c each; for 4 photos, \$1 each; for 5 photos; \$1.25 each; for 6 photos, \$1.50. These include different finish frames and different colored mats.

NEW COLORED UMBRELLAS

In brown, red, green and blue. Some are plain, some have fancy borders. All have the new straight wood handles and are trimmed differently from anything we have heretofore shown. Prices \$2.50; \$3.75, \$4.50, \$5 and \$6.00 each.

D. M. OGILVIE & CO.

SPAIN WEAKENS.

Reply to Our Firm Note Very Reassuring.

DANGER POINT NOT YET PASSED.

From the Conciliatory Attitude of the Madrid Government, It Is Believed That Sufficient Concessions May Yet Be Made—Congress May Do Something.

WASHINGTON, March 29.—In spite of the activity which the Cuban question has assumed the prevailing tone, as received from administration sources, has been more assuring, more in the line of peace than it has been for some days. This was the impression conveyed by cabinet officers after the special cabinet session. The same sentiment characterized the diplomatic conferences at the state department. But in congress, which offered the greatest field for anti-Spanish and warlike expressions, a strain of discontent and uneasiness prevailed after the president's message and the Maine report was submitted, especially on the house side.

The special cabinet session was held to go over the president's message, and more particularly to consider the latest developments in the negotiations now proceeding with Spain. These had assumed a wide field, embracing not only the Maine question, but the entire Cuban problem.

The answer of Spain was in hand, to the firm note sent through Minister Woodford last week, stating the condition of Cuban affairs had become so intolerable that the United States could not much longer remain inactive toward it. The general tone of the Spanish answer impressed the president and cabinet officers most favorably, so much so that after the meeting it was stated by members that the outlook was far more assuring, and that Spain had shown such a conciliatory tone that it was believed she would make concessions sufficient to permit an amicable adjustment of the present strained relations. This was qualified, however, by the statement that the danger point has not yet passed, and that war, while no longer a probability, was yet a possibility. The president has distinctly disclosed to his cabinet associates his purpose to avert war if it was possible.

At the same time, however, the president, and he had felt, from the disposition manifested by Spain, that this just solution could be reached. This, however, is without considering congress, which may, now that the subject is

formally before it, take some radical action.

Meantime, at the state department, cablegrams were being received from Minister Woodford, and the Spanish minister, Senor Polo de Barnabe, was in lengthy conference with Judge Day as to the prospective adjustment. The meeting between the Spanish minister and Judge Day came after the cabinet conference, so that such representation as Spain submitted through him did not get before the cabinet.

At least two of these new phases submitted by the minister were of exceeding importance. The Spanish government made it known that no objection would be made to the humanitarian objects of the United States government in extending relief to the sufferers in Cuba on a greater scale than hitherto had been contemplated. On the contrary, Spain has made known that it recognizes the humane purposes animating this country and that it does not doubt that these purposes will be carried in warships, as this would introduce a political aspect into a project which is purely humane. This acquiescence by Spain clears the way for the president's message of the next few days, asking a large appropriation for the relief of the destitution in Cuba.

It had been feared that this relief, given directly by the United States government, would be resented by Spain as indirect intervention. In that event, there is little reason to doubt the relief would have been forwarded at any cost, even the cost of war, as the administration has felt that a war in behalf of a humane object would command the universal approbation of the world.

Another important Spanish document which reached the government was the abstract of the report of the Spanish naval commission which investigated the destruction of the Maine. It is the only answer Spain has thus far made to the action of this government in submitting to Spain, through Minister Woodford, the findings of the American court. The conclusions reached by the Spanish commission are directly the opposite of those of the American court.

No demands have been made in connection with the Maine, and therefore there is no response beyond the submission of the Spanish report.

Following the call of the Spanish minister at the state department, the French ambassador, M. Cambon, had a conference with Judge Day. This renewed the talk of European mediation, which is assuming tangible form. The speech of Premier Hanotaux in the Paris chamber last Saturday is looked upon as foreshadowing at least sympathy, if not direct steps toward mediation by France and other continental powers.

There is good reason to believe Spain is ready and anxious for this move, and has been encouraging it at the European conference, but more a friendly offer to mediate the differences which have recently threatened to terminate in war between the United States and

Spain. It is understood, however, that up to the present time M. Cambon has not received any definite instructions to take the official step in such mediation.

SHERIFF'S SALE.

Geo. W. Meredith vs. John Bauman et al.

Columbiana County, Court of Common Pleas. Order of Sale Case No. 2128.

In pursuance of an order issued from the court of common pleas, within and for the county of Columbiana and State of Ohio, made at the February term thereof, A. D. 1898, and to me directed, I will offer for sale at public auction, on the premises,

Thursday, the 28th Day of April, A. D. 1898,

at 1 o'clock p. m. of said day, the following described real estate, to-wit: Situated in the city of East Liverpool, county of Columbiana and State of Ohio, and known as and being the west rectangular part of lot number twenty-one (21), as numbered and distinguished on the recorded plat of McKinnon's East End Addition to said city; said part of said lot fronts thirty-three (33) feet on Mulberry street and extends back therefrom to Railroad street.

Said premises have been appraised at twenty-eight hundred (\$2,800) dollars, and cannot sell for less than two-thirds of said appraisement. Terms of sale, cash.

CHARLES GILL,

Sheriff of Columbiana county, Ohio.

Published in the East Liverpool News Review, March 29, 1898.

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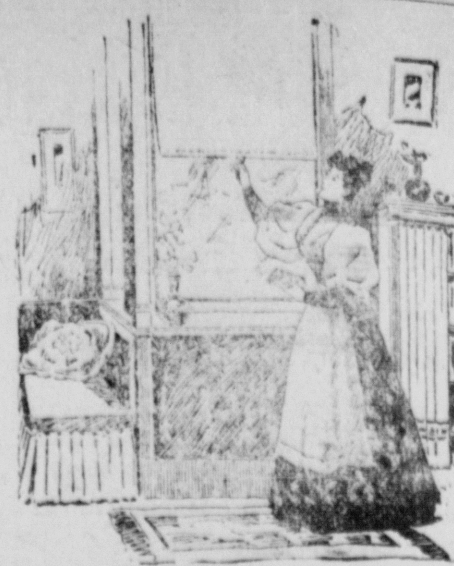
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